

AUTOSPORT

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BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE R.A.C. TRIALS CHAMPIONSHIP — PRODUCTION CAR

LOWRY — NEVIL LLOYD — CHRIS TOOLEY — H. A. O'BRIEN —

RAZING — ARGENTINA G. P. — JOHN BOLSTER — RUSSELL

RAFFAELLE SAMSONI — E. W. HOLT — FRANCIS PERON

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IN ACTION**

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a bumpy
road!*



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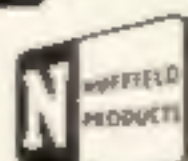
. . . and remember its grand sporting record

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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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December 21, 1951

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NOTICES

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EDITORIAL

HARKING back to the M.C.C. *Daily Express* Rally last month, many competitors have complained that the kerb-parking affair at Hastings was not a fair test. Chief grumble appears to be that the regulations relating to reversing were not sufficiently clear, and that several cars actually stopped away from the kerb, and aided by passengers' instructions, re-started and finished in a more favourable position. To readers unfamiliar with the test, the regulations read as follows:—

"From a standing start at A (with engine running) proceed to, and stop astride, line B, keeping to the right with all wheels clear of the dotted white line.

"Reverse to kerb C, and stop astride line D, with both nearside wheels not more than 12 ins. from the kerb C. Only one reverse allowed from B to D. Time will be taken from start at A, to stopping astride line D, and times expressed in seconds divided by 10.

"Failure of Test. (a) Running on or over any part of the dotted white line whilst proceeding from A to B. (b) Not stopping astride B and/or D. (c) Parking at D more than 12 ins. from the kerb. (d) Touching the kerb with any part of the car. (e) Failing to complete the test in 30 secs."

It will be noted that there is no mention of passengers' assistance, nor even of any possible aid from friends posted near the "kerb". Also, there does not appear to be any objection to a car stopping momentarily and moving back again, so long as the vehicle is still in reverse gear. The onus of declaring when the test has been completed would, therefore, seem to be on the driver.

The allegations of unfairness may or may not be without foundation, but in point of fact there is some doubt as to whether or not the test is completed when the car comes to rest. To avoid any causes for discontent, AUTOSPORT respectfully suggests to the M.C.C. that the Rally Committee could, with advantage, consider amending the regulations by including the following: (a) The test must be completed with only one person (the driver) in the car. (b) The test shall be declared completed when all rearward movement ceases after approaching kerb C. (d) Any assistance from onlookers may result in the disqualification of the competitor. (e) Only M.C.C. officials may be present on the "kerb" side of the test.

• • •

TRIALS organizers may be interested to know that in the Magistrates' Court, at Hemel Hempstead recently, a lorry driver was fined £1 for permitting mud to drop from his vehicle. In evidence, a police constable stated that mud was dropping from the tyres, and that the road was very wet and slippery. The summons was issued under a Hemel Hempstead Rural Council by-law, introduced this year.

OUR COVER PICTURE

TOP OF THE CLASS: Close-up of Stirling Moss, who has been awarded the B.R.D.C. Gold Star and also the Seaman Trophy, for his achievements during the 1951 racing season.

PIT AND PADDOCK

"Autosport" wishes all its readers and friends a Very Happy Christmas and a bumper motor sporting year in 1952.

FROM the issue dated 4th January, 1952, the page size of AUTOSPORT will be increased to a width of 8½ ins. and a depth of 11½ ins. This will be the start of Volume 4.

ALAN BROWN of "Ecurie Richmond" has won the Half-Litre Club's 1951 Championship for his outstanding performance in Formula 3 events with his Cooper-Norton.

SPIES report that Amedée Gordini may do further development work on the unsupercharged, V-12 Osca engine, and also on the twin-o.h.c. "four".

THE Belgian Automobile Club gave a luncheon in Brussels on 14th January to Belgian "Sportsmen of the Year", Johnny Claes and Jacques Ickx.

TONY and Kay Gaze gave a very successful cocktail party to their motor-racing friends at Buckingham Gate, on 14th December. Amongst the many notabilities present were Mr. and Mrs. George Abecassis, Mr. and Mrs. Duncan Hamilton, Stirling Moss, Geoffrey (Alta) Taylor, Mr. and Mrs. Ian Nickolls, Anthony Hume, John Wyer, James Tilling, Desmond Scannell and Mrs. Kay Petre.

SEEMS that South Wales has the answer to more b.h.p. from standard engines. Users of the very successful Davies manifold now include Cuth Harrison, C. R. Hardman and H. H. Cryer—all on Ford engines. Sets have recently been supplied to Stirling Moss (Morris Minor) and John Bolster (Ford Ten). Owen Davies can be reached at Castle Garage, Pembroke.

MIDLAND LIGHTS: Two prominent people in the motor sporting fraternity in the Birmingham area: (left) Murray Austin (Midland M.E.C.) and Freddie Finemore (Shenstone and D.M.C.).



QUEER QUATRAINS

*TWINKLE, twinkle, little piston,
Dashing up and down the bore.
Why on earth must you insist on
Pinking once in every four?*

*Once there was an alloy con. rod,
Fashioned from a solid lump.
Car unwisely lent to some bod,
Now it's lying in the sump.*

*Humble, humble, bent-wire crankshaft,
Whipping in your worn mains.
Did you hear the way my bank laughed
When I showed them your remains?*

*Do you recall my iron crankcase?
Strong and sturdy, you'd have said.
You should see the awful chaos,
Now a leg's come out of bed.*

*Once I had a special camshaft,
Special as could be.
But my valve-heads left the engine,
And went bounding up a tree.*

*I replaced my carburetter
By another two or three.
But it didn't seem to better
M.p.h. or m.p.g.*

*Dainty little plunger oil-pump,
Feeding pressure to the crank.
Isn't it the finest ever?
Heavens, listen, clank-clank-clank!*

*Let me show you my magneto,
Vertical and very neat.
Guess I must have mixed the wiring.
Sparks are coming from my feet.*

*You're troubled by faulty spark-plugs?
The reason's not far to seek.
If the central electrode is absent,
Suspect that the mixture's weak.*

*Sing heigh! for a sturdy gearbox,
Of one of the better makes.
'Tis a useful way of stopping
When you haven't any brakes.*

Mac.

KEN GREGORY, secretary of the Half-Litre Club, will act as Stirling Moss's racing manager for the 1952 season.

JACK TWYFORD gave a first-rate film show at Shrewsbury, following the B.T.D.A. dinner on 15th December.

LIKELY that cut tyres will be taboo in trials shortly. We understand that the B.T.D.A. is forwarding for R.A.C. approval a new scheme relating to permitted tyres.

SILVERSTONE circuit will be greatly improved in the near future. Aim of the B.R.D.C. is to make it as much a pukka road circuit as possible, with the addition of natural landmarks, and to establish permanent installations.

BRIGGS CUNNINGHAM hopes to have three of his latest Cunninghams accepted for Le Mans. These cars are now much lighter and have extremely powerful versions of the V-8 Chrysler engine.

GRANDS PRIX to be held in France in 1952 comprise Pau (14th April), Marseilles (27th April), Paris-Montlhéry (25th May), Rheims (29th June), Rouen, G.P. de l'A.C.F. (6th July), Sables d'Olonne (13th July), Comminges (10th August) and La Baule (17th August).

CHRISTMAS QUIZ



The ancestor of this car was a T.T. Ford, while Molsheim also had a little to do with the original.

Product of a famous Continental factory, this make set at least one driver on the way to Grand Prix fame. Example here has raced many times at Silverstone.



Very expensive this one, but it certainly justified its production. The name and the car still live on.

Noisy, costly but tremendously fast. Caused a rift in Italo-Argentinian affairs fairly recently. More words have probably been written about it than any other racing-car.



(1) Can you name one example of cars which have been built with the following number of cylinders: 1; 2; 3; 5; 10; 16; 24; 36?

(2) Name the first car to appear in a race with forced induction.

(3) A famous team of M.G.s was entered by G. E. T. Eyston for Le Mans in 1935, driven by the "Dancing Daughters". Who were they?

(4) If a car is fitted with two identical four-speed gearboxes, one behind the

other, how many forward and reverse speeds will it have?

(5) Who were: (a) The Red Devil; (b) The Chronometer; (c) Nivola; (d) Pechvogel; (e) Regenmeister; (f) Bergmeister; (g) Willy Fox; (h) Wild Bill; (i) Cœur de Lion; (j) Shrimp?

(6) Who was the first driver to make use of twin rear wheels in a British road race?

(7) With what makes of car do you associate the following type numbers:

(a) 105; (b) 540; (c) 100; (d) 55; (e) 75; (f) 120; (g) 203; (h) 500; (i) 1900; (j) 328; (k) 57; (l) 401; (m) 102; (n) 80; (o) 400?

• • •

To the sender of the first correct solution opened, we will award a set of four sparking plugs. Address your entries to The Editor, AUTOSPORT, 32 Great Windmill Street, London, W.1, to reach this office not later than 29th December, 1951. Mark envelopes or postcards "Comp."

The R.A.C.

attempt and stopped less than an inch from the section 2 mark.

Farm was not too difficult, but nevertheless claimed 13 victims. Mountain, like Hairpin, remained unconquered. This section lay in a field which sloped steeply down to the road, and was entered via a gateway with plenty of mud. In charge here were Emperor of Mud-pluggers, Ken Wharton, and several of the Hagley boys including Geoff Taylor and Ron Bates.

The plot here was to attempt to get steering way, before trying to climb the steepest section. It was quite amusing to

CHAMP: (Left) Wally Waring forces his W. H. W. Dellow up to the highest point reached on Hairpin. Edward Harrison was the only other driver to get up as far.

MUD: (Below) John Lilley (A.W. Special) awaits starter's orders on Farm.

WALLY WARING of Farnham succeeds three-times winner Ken Wharton of Smethwick as R.A.C. British Trials Champion. The ex-racing motor-cyclist and Monte Carlo Rally exponent thoroughly deserved his success, as he finished a clear 10 marks ahead of the runner-up, Tony Rumfitt.

Wharton did not defend his title this year, but even so, few anticipated that the South of England would score such a spectacular victory. Northern stars such as Cuth Harrison and Reg Phillips did not figure in the list of awards, and men from the South occupied first, second, third, fifth, eighth and ninth positions.

The course was most severe, although disappointing as regards the actual terrain. As a matter of interest, the winner Waring dropped no fewer than 86 marks, out of a possible total of 168 that could be lost. The R.A.C. can therefore congratulate themselves on picking a course that found the winner on the hills, although frankly, one or two were quite impossible.

THE Championship course was based on the village of Meifod, near Welshpool, and comprised North and South circuits, each of which had to be tackled twice. Of the 35 qualifiers, three were non-starters, Willum Stewart failed to make the trip from Edinburgh, "Doc" Lilley, suffered a serious clutch derangement, whilst Johnny Clegg could not spare the time from business to prepare his car.



Promptly at 10.01 hours on the 15th December, Godfrey Imhof (1,250 Imhof S) set off on the North circuit, to be followed one minute later by J. W. Fleetwood (1,172 G.R.H.) on the South circuit. So it went on: odd numbers South, and "evens" North. When all had completed their first circuit, they changed routes.

The First Circuit

The Hairpin consisted of a short run up a muddy lane, terminating in a sharp, left-hand turn up a near-vertical grass bank. Only two drivers managed to clear the first section, and place their front wheels on the bank: these were Wally Waring (W.H.W. Dellow) and Edward Harrison (Harford I). Tony Rumfitt (Cotton), just failed by a couple of inches to get into section 2. Bill Sleeman (Sleeman) after hastily repairing a loose transmission coupling, made a valiant

watch the antics of certain of the ultra-nose-light-tail-heavy specials, as their owners strove to keep them from carrying straight on into a hedge.

First to clear the bottom section, and make good headway into the final hazard was Mick Beardshaw (Wharton). Bill Sleeman (Sleeman) and Cyril Corbishley (C.C.S.) both achieved the Beardshaw mark, but probably the best effort of all came from Scotsman Bill Lamb, who all but urged his Dellow on to firmer ground. Waring stopped just below where this quartet halted, as did H. Hopkinson (Austin/Ford), Ron Faulkner (Paul), Edward Harrison (Harford I), C. R. Hardman (Dellow), Gordon Mosby (Ford), and Alec Francis (H.R.G.-Mercury)—the last producing a particularly fine effort. The unfortunate Jack Wilson (Austin A40) failed to clear the gate at the bottom. Neither Cuth Harrison

TRIALS CHAMPIONSHIP

Wally Waring (W.H.W. Dellow) Takes Trophy South for First Time—Tony Rumfitt (Cotton) Runner-up—Godfrey Imhof (Imhof) Third—R.A.C. Find Hills to Beat the Specials.

(Photographed by Francis Penn)



SO FAR: Charlie Hardman (Dellow) comes to rest on Clearings III. He won a Souvenir award.

(Harford II) nor Reg Phillips (Austin/Javelin) could obtain any steering grip whatsoever.

The three Clearings hills were extremely difficult. On Clearings I, only H. Sinclair Sweeney (Jezebel), Bill Sleeman (Sleeman) and Tony Rumfitt (Cotton) managed to get out of section 1. Clearings II told the same sad tale of failures. Ron Faulkner (Paul) struggled into section 2, as did Cuth Harrison, looking more than usually determined. Once again Bill Sleeman shone and looked at first as if he would get further up than anyone. Wally Waring battled his way to the same spot, as did Tony Rumfitt and Gordon Mosby.

Easily the best performance on Clearings III came from Ken Burgess (Burgess) who reached a point far further than anyone else. Faulkner, Edward Harrison, Sleeman, Rumfitt and Phillips were the only others to get anywhere near Burgess's wheelmarks.

Last of this particular section was Little Clearings, where Godfrey Imhof made a most spectacular and clean climb, aided by the inevitable neck-breaking bouncing of Jock Ross. Gerry Pentony (Cyclops) was unlucky to stop near the top, but Wally Waring never looked like failing. Ted Spence (Spence V) and

Cyril Corbishley (C.C.S.) emulated Pentony. The only others to retain clean sheets on this hill were Tony Rumfitt (Cotton) and Ken Bailey (Bailey), the low-speed torque of the latter's Vauxhall engine obviously assisting in obtaining grip. Maurice Wilde (Ford) got within reaching distance of "Observed Section Ends".

Star performer in the "cross-roads" test was C. R. Hardman (Dellow) with 28.8 secs. Only Waring and Mosby were able to return times of under 30 secs. Bill

RESULTS

The R.A.C. Championship Trophy: Wally Waring (1,196 W. H. W. Dellow S.), 86 marks lost.

Special Award (Second Best Performance): Tony Rumfitt (1,172 Cotton U/s.), 96.

Special Award (Third Best Performance): Godfrey Imhof (1,250 Imhof S.), 110.

Souvenir Awards (Seven Next Best Performances): Cyril Corbishley (1,446 C.C.S. U/s.), 112; Ron Faulkner (1,196 Paul U/s.), 112; Bill Sleeman (1,172 Sleeman S.), 118; H. Hopkinson (1,172 Austin/Ford S.), 122; Ted Spence (1,172 Spence V U/s.), 122; Gordon Mosby (1,172 Ford S.), C. R. Hardman (1,172 Dellow S.).

ZONAL AWARDS

North of England: Cyril Corbishley (1,446 C.C.S.).

South of England: Wally Waring (1,196 W. H. W. Dellow).

Scotland: Bill Lamb (1,172 Dellow S.).

Sleeman's gearbox coupling came adrift in the middle of the test, and he finished with loud, clanking noises. Both E. J. Chandler (Chandler) and Reg Phillips were penalized for overshooting a course line.

The Second Circuit

FOR the second visit, the sections, if any, had become even more difficult. Mountain now stopped people at the bottom of the hill. Fewest marks were lost by Waring, Mosby and Michael Lawson (Lotus), who later retired with gearbox bothers. Tim Crump (Marden) failed to present himself for lap 2, apparently his car suffered from water in the petrol tank. Jack Wilson (Austin) was another retirement, and Dave Price gave up on Little Clearings.

Once again, Waring hoisted his car on to the ledge of Hairpin, dropping only six marks as compared to the 12 lost by the entire entry. Clearings I again took its toll, all losing the maximum 12 with the exception of Sleeman, Francis.



THIRD MAN: Godfrey Imhof and "Breakneck" Jock Ross on Clearings II. Imhof made third best performance in the Championship.

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IN LIKE A LION: (Left) Ken Bailey (Bailey) storms the Farin section with foot hard down.

OUT LIKE A LAMB: (Below) The same driver at the end of a tow-rope a few minutes afterwards. Gentleman in the "paddy" hat is Guy Warburton.

Flather announced the provisional results of the 1951 B.T.D.A. Gold Star. These were: 1, Ron Faulkner; 2, Tim Crump; 3, Wally Waring. Naturally there were great cheers from the Southern contingent.

Ken Wharton was presented with the Monte Carlo Rally "Star", and Denis Scott received the "Star" for best performance in British rallies.

R.A.C. TRIALS CHAMPIONSHIP

General Classification

		marks lost	
1. Wally Waring (1,196 W.H.W.)	Dellow S.J.	26	S.
2. Tony Rumfitt (1,172 Cotton)		96	S.
3. Godfrey Imhof (1,250 Imhof S.J.)		116	S.
4. Cyril Corbishley (1,442 C.C.S.)		112	N.
5. Ron Faulkner (1,196 Paul)		112	S.
6. Bill Sleeman (1,172 Sleeman)		118	N.
7. H. Hopkinson (1,172 Austin/Ford)		122	S.
8. Ted Spence (1,172 Spence V)		122	S.
9. Gordon Mosby (1,172 Ford S.)		122	N.
10. Charles Hardman (1,172 Dellow S.)		124	N.
11. Edward Harrison (1,172 Harford D)		124	N.
12. Gerry Penty (1,442 Cyclops)		126	S.
13. J. R. Preston (1,172 Austin S.)		128	N.
14. H. Sinclair Sweeney (1,446 Jezabel S.)		128	S.
15. Reg Phillips (1,486 Austin/Lovell)		128	N.
16. Ken Bailey (1,442 Bailey)		130	N.
17. Maurice Wilde (1,172 Ford S.)		130	N.
18. Ken Burgess (1,540 Burgess S.J.)		130	S.
19. Cuth Harrison (1,172 Harford D)		132	N.
20. Mick Beardshaw (1,172 Wharton)		136	N.
21. A. A. Baring (1,172 Cotton)		138	S.
22. E. J. Chandler (1,172 Chandler S.)		140	S.
23. John Lilley (1,172 A.W.)		142	N.
24. J. W. Fleetwood (1,172 G.R.H.)		144	N.
25. Bill Lamb (1,172 Dellow S.)		148	Scot.
26. Leslie Winder (1,172 Morris S.)		154	N.
27. Peter Goodall (1,172 Dellow)		154	Scot.

Outside Time Limit: Alice Francis (1,917 H.R.G. Mercury), N.

Retired: Tim Crump (1,172 Marden), St Michael Lawson (1,172 Lotus), St Dave Price (1,172 Price), St Jack Wilson (1,200 Austin), Scot.

Where marks lost are identical, placings worked out on special test. S. South of England. N. North of England. Scot. Scotland.

Non-Starters: A. W. Lilley (1,172 Clear S); Johnny Clear (1,172 Clear S.); W. K. Stewart (1,172 Ford S.).

The R.A.C. Championship—continued

Corbishley, Rumfitt and J. R. Preston (Austin) who each managed to edge into section 2, for a 10 marks penalty. Clearings II was a stopper once again. This time, 10 folk managed to struggle into section 2, four more than on the first occasion.

Ron Faulkner stopped at his own mark on Clearings III, and both Sinclair Sweeney and Cuth Harrison improved on their first attempts by reaching an extra section. Imhof repeated his success on Little Clearings—even faster and more

spectacular than before! Ron Faulkner romped up, as did Wally Waring and Tony Rumfitt. Ted Spence nearly made it an all-South affair, but halted with only yards to go.

Waring must have been quite relieved to find that his 10 marks lead made his special test times redundant. He was penalized for crossing the lines.

In the evening, the results were announced by Col. Stanley Barnes at the annual dinner of the B.T.D.A. in the Lion Hotel, Shrewsbury. Sir Algernon Guinness, Denis Flather and Maurice Toulmin made brief speeches.

CIRCUIT CHATTER: Cut tyres were used by most of the Southern entrants, including the first three awards winners. . . . Nearest to a standard car was Peter Goodall's "go to work" unsupercharged Dellow. . . . Amusing to see an official attempt to drive in a marker post with a hammer supplied by Jackie Reece—it was a rubber one! . . . Of the 32 starters, 15 had

supercharged cars. . . . In the first 10, only Imhof (M.G.) and Corbishley (Vauxhall) had non-Dagenham power-units. . . . Most disappointed man was "Doc" Lilley who was unable to repair the rather special watch-type spring used on the clutch withdrawal mechanism of his Clegg. . . . Jack Woodhouse of Sun-bac was i/c timing arrangements in the special test. Jackie Masters was also there, presumably to book the watches for next year's M.C.C. Rally. . . . The 1951 Championship will surely go down in history as the "Trailer Trial". Michael Lawson suggested that there should be a special award for people who arrived under their own steam. Anyway, a burst gearbox prevented him from motoring back under his own power!



CHAMPIONSHIP TRIAL

RUNNER-UP: (Top) Tony and Pamela Rumfit (Cotton) making a gallant attempt to conquer Clearings 1. They managed to get into Section 2.

STAR MAN: (Centre) Ron Faulkner (Paul) on the long approach to Farm. He holds the B.T.D.A. "Gold Star" for 1951 and won a Souvenir award in the Championship.

SPECIAL TEST: (Below) Leslie Winder (Morris) brakes in the box at the finish.



MEASHAM VINTAGE RALLY

The Midland section of the Vintage S.C.C. will hold their annual Measham Winter Rally on Saturday and Sunday, 5th-6th January. This event, which consists of a 200-mile road section followed by three or four driving tests, is open by invitation to members of the Nottingham S.C.C., Midland M.E.C., Shenstone and District C.C., Aston Martin O.C., and the North Staffs M.C. The tests will take place on excellent tarmac surface in the grounds of the Measham Sales Organization, near Burton-on-Trent.

There will be class awards for Vintage cars (cars made prior to 1931), thoroughbred post-Vintage cars driven by V.S.C.C. members, and Visitors' cars made after 1930, while a special award is offered for the best performance by a member of the Frazer-Nash section of the V.S.C.C., driving a chain-driven Frazer-Nash. 1950 and 1951 winner, Peter Reece, will on this occasion drive a Riley Sprite.



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SPECIALISTS: Jim Mayers (Lester-M.G.) and Gerry Ruddock in his modified H.R.G. during a five-lap race at Goodwood.



and a "works" Jupiter: no specialized sports racing-car started. The winner was Dick Jacobs in his Stage II TD M.G., who was followed home by the H.R.G.s of Gerry Ruddock (whose car was making its third run in this event), J. V. S. Brown and M. J. C. Keen. This almost exactly reversed the

PRODUCTION CAR RACING

A Survey of the 1951 1½-Litre Production Car Results

DESPITE the attractiveness of Formula racing as a spectacle, the cars therein engaged bear so little resemblance to the comparatively inexpensive, dual-purpose vehicles which must perforce satisfy the average enthusiast in this country, that Production car competition arouses possibly as great, and certainly a more personal interest. Even in his wildest hop dreams the average enthusiast cannot envisage himself conducting a Type 159 Alfa round Silverstone: the operation of an M.G. or a Jupiter upon that same circuit could be a fact.

As the 1½-litre class contains the cars which are the cheapest both to buy and to run, it is perhaps not surprising that comparative performances in that class are most keenly evaluated. This article attempts impartially to survey the 1951 season.

In my opinion Production car competition can be broadly divided into racing and hill-climbs, which can conveniently be classed together, and rallies. Trials have long since become the undisputed province of the specialist car, which rarely has the qualities necessary for successful participation in other branches.

In club racing, where regulations are elastic, the specialist sports racing-cars, exemplified by Haw-

by

"TOLIDAB"

thorn's Riley and Downing's Connaught, have been supreme, and it has been rare indeed for any private owner, racing his own off-the-peg car in production trim, to figure consistently in the place money.

Towards the latter end of the 1951 season the same trend became evident in Production car races, as organizers broadened their definition of a "Production Car" to include the genuine sports racing-car made by such specialized manufacturers as Cooper and Lester.

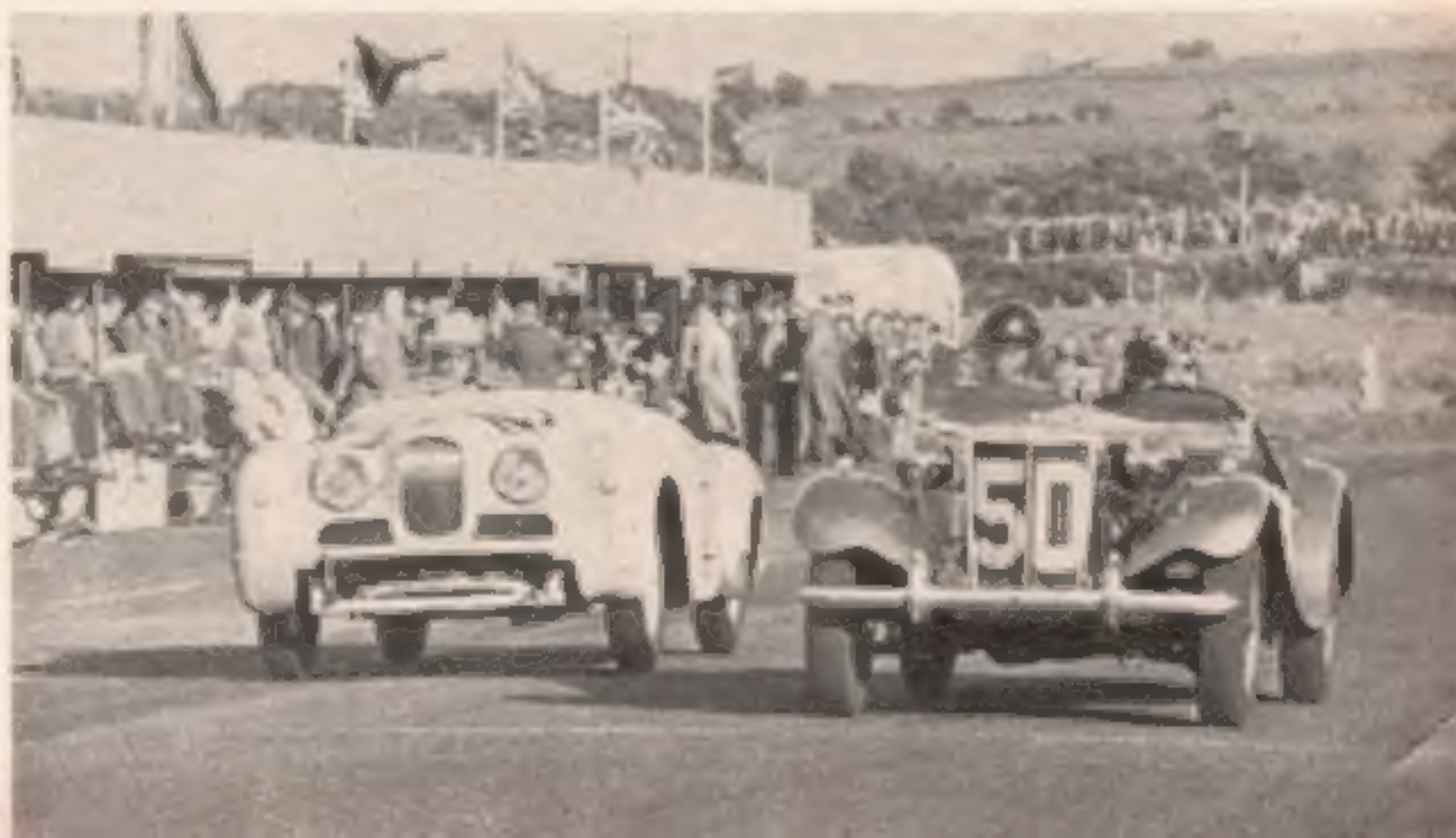
At Silverstone, however, on 5th May, 1951, the 1½-litre class of the B.R.D.C./*Daily Express* Production car race was contested by three H.R.G.s, five M.G.s

1950 placings, when Ruddock's H.R.G. won, and three Stage II TD M.G.s, led by Jacobs, filled the next three places. Jacobs's winning speed of 72.66 m.p.h. was an improvement over the 1950 speed of 71.78 m.p.h., and he also returned the fastest lap at 75.36 m.p.h. This was faster than any of his team-mates, and compares very favourably with the fastest laps of the Jupiter, 74.81 m.p.h., and H.R.G., 72.72 m.p.h.

As a matter of record the Jupiter and two M.G.s retired, and the first four cars were all faster than a Ferrari, a Plus-Four Morgan, a 2,267 c.c. Sunbeam-Talbot, a DBI Aston Martin, a Bristol and a 1,767 c.c. Lea-Francis.

On 14th June, 1951, however, the specialized sports racing-cars took the field in the British Empire Trophy Race over the Douglas Circuit. Although primarily a handicap race, the result

ABINGDON v. IDLE: Dick Jacobs (TD M.G.) and Bill Skelly (Jupiter) battle it out in the early stages of the 1951 R.A.C. Tourist Trophy race.

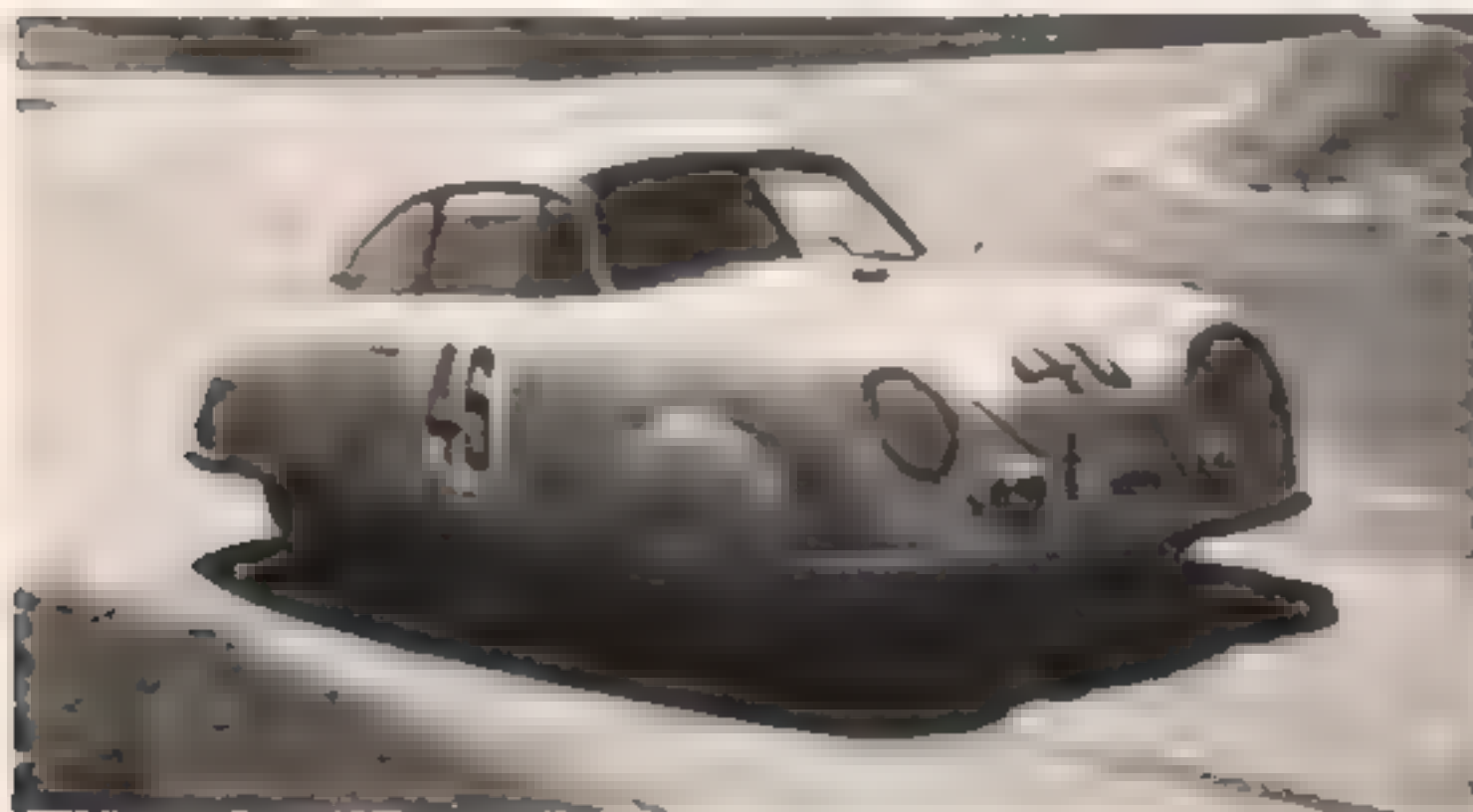


of the 1½-litre class made it clear that production sports-cars could not hold the specialized sports racing-cars for acceleration and speed, and that any chance of a win by the former was dependent upon the unreliability of the latter. The class was contested by two Lester-M.G.s, two Cooper-M.G.s, four Stage II TD M.G.s and a Jupiter saloon, and was won by J. G. Reece in his Cooper-M.G., who was also third on general classification handicap, from Ted Lund in his Stage II TD M.G. These two cars finished



PROTOTYPE (Above) The R1 Jupiter which made its debut at Le Mans is a promising challenge for 1½-litre honours

FLUTONIC. (Left) The Porsche which surprised everyone by its speed and reliability at Le Mans. 1½-litre versions will be raced in 1952



Jupiter at 68.59 m.p.h., J. G. and P. B. Reece's Cooper-M.G. at 67.63 m.p.h. and J. H. Sparrowe's Stage II TD M.G. at 66.24 m.p.h. The two Lester-M.G.s again showed that they had speed but not reliability, and the only other retirement was Phillips's TD M.G., as, although Tommy Wisdom's Jupiter was not credited as a finisher, it was still running when the race was stopped.

two and three laps ahead of the other class survivors, Pople's and Lines's M.G.s and Leonard's Ferrari-like Cooper-M.G.

At Le Mans on 23rd-24th June, 1951, the specialized sports racing-car was the rule rather than the exception. In the 1½-litre class, four of Gordini's fantastically rapid Simcas opposed a Stage II TD M.G. with Aerodynamic coachwork, the new R1-type Jupiter, with which George Weaver later won the Queen Katherine Cup at Watkins Glen, and two more ordinary Jupiters. The only survivor was an ordinary Jupiter driven by M. Becquart and S. G. Wilkins, and although all credit must be given to the Idle firm for a second consecutive class win, the Jupiter's average speed of 71.15 m.p.h. was lower than that of the first two cars in the 1,100 c.c. class, a 1,086 c.c. Porsche saloon and an 851 c.c. Panhard-DB

The great gulf fixed between British 1½-litre sports racing-cars and the better continental cars is best shown by a comparative lap

Marque	Lap Time Mins Secs	Speed m.p.h.	Drivers
Gordini Simca	5.20.3	94	Trintignant/Behra
Aerodynamic TD M.G.	6.00.1	83.7	Phillips/Rippon
R1 Jupiter	6.02.0	83.3	Wisdom/Wine
Jupiter	6.19.0	79.6	Becquart/Wilkins
Frazer-Nash (Le Mans)	5.24.8	93	Winterbottom/Marshall
Porsche 1,086 c.c.	5.44.7	87.6	Veuillet/Mouche
Panhard DB 851 c.c.	6.09.7	81.6	Bonnet/Bayol

speed table, based on the fastest laps by each marque

In view of this disparity, the British drivers in the 1½-litre class in the T.T. over the Dundrod Circuit on 15th September, 1951, can consider themselves fortunate that the Gordini Simca was a non-starter, although that car alone was capable of matching the class target speed of 74.625 m.p.h. In the event, five Stage II TD M.G.s, four Jupiters (three "works" entered), two Lester-M.G.s and a Cooper-M.G. fought out the class honours amongst themselves.

These eventually went to H. L. Hadley's Jupiter at 68.71 m.p.h. He was followed home by T. C. Wise's

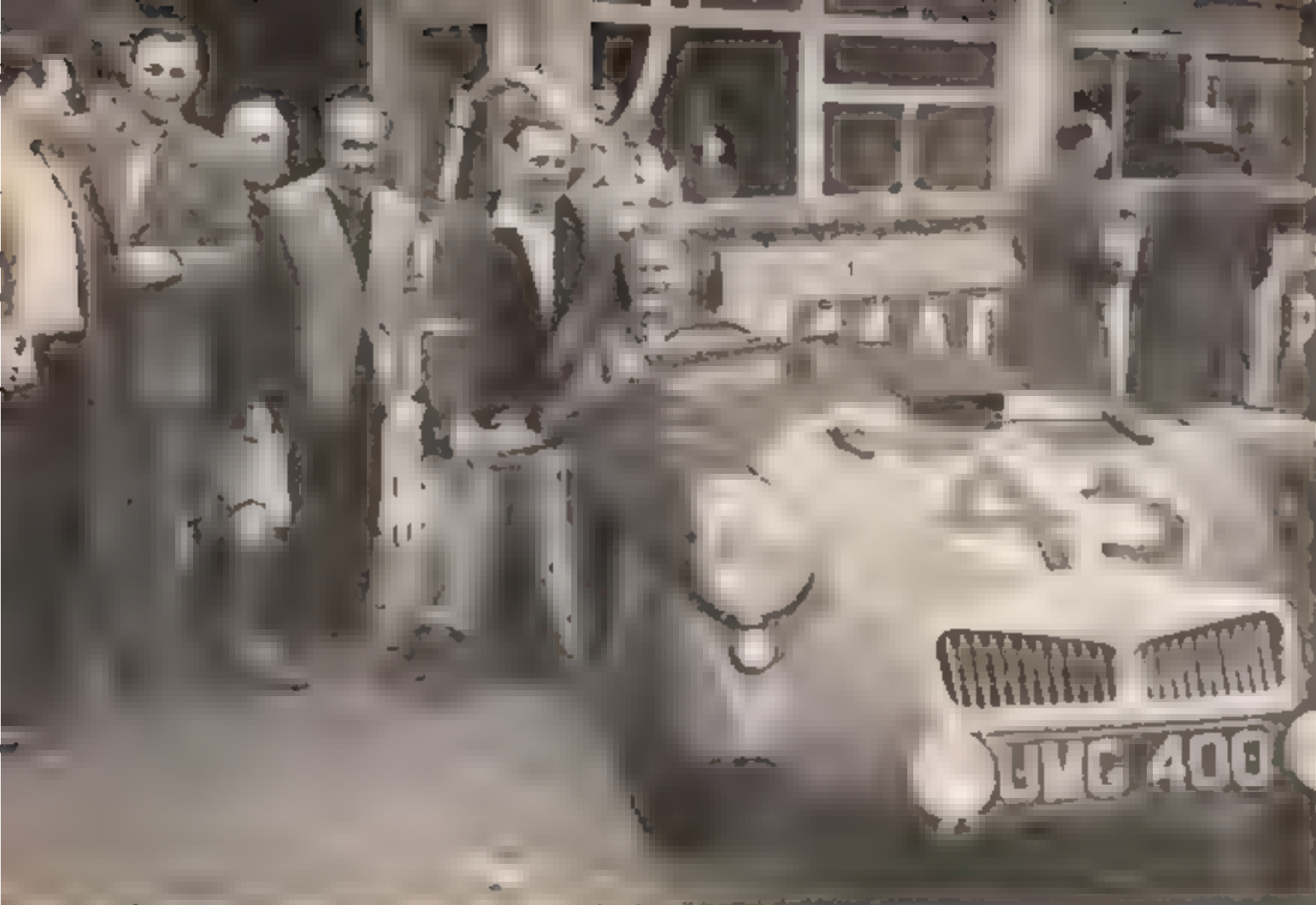
During 1951 there were only two hill-climbs for Production cars, both were held in September at Shelsley Walsh and Bo'ness. At each climb, first three places in the 1½-litre class were taken by H.R.G.s

Based upon these results, I feel that the following observations can fairly be made:

1. This country does not at present produce a 1½-litre sports racing-car capable of beating the continentals, such as Gordini Simcas, Oscas and Fiats, in a short distance race. The R1 Jupiter appears the best answer to the problem and it is to be hoped that Idle perseveres with this model
2. The Jupiter was the most successful British 1½-litre sports-car, although due possibly to lack of opportunity it has yet to beat the H.R.G.

December 21, 1951

AERODYNAMIC: The lone M.G. which did so well at Le Mans until it was eliminated with engine trouble. Group is (l. to r) Tony Barlow, Ken Smith, the two "plombours", Alan Rippon and (seated in car) George Phillips



classes against strong continental opposition

Although most Rally organizers have made a real effort to find winners on the Road Section, instead of having to rely on tests where skill and luck are approximately equal factors in success, only the Alpine Rally completely succeeded in this aim. The Tulip Rally, however, was a great advance on former years, as only 76 crews out of 303 starters were unpenalized on a testing Road Section.

Production Car Racing—continued

3. The admission of the specialized sports racing-car into Production car racing is the beginning of the end for the standard TD M.G. and H.R.G., now developed about to their optimum. It is also the beginning of the end for the genuine private owner, racing his own, everyday car. He is not likely to be content to circulate at the tail of the field, waiting to pick up a few places, if and when the specialized cars blow up.

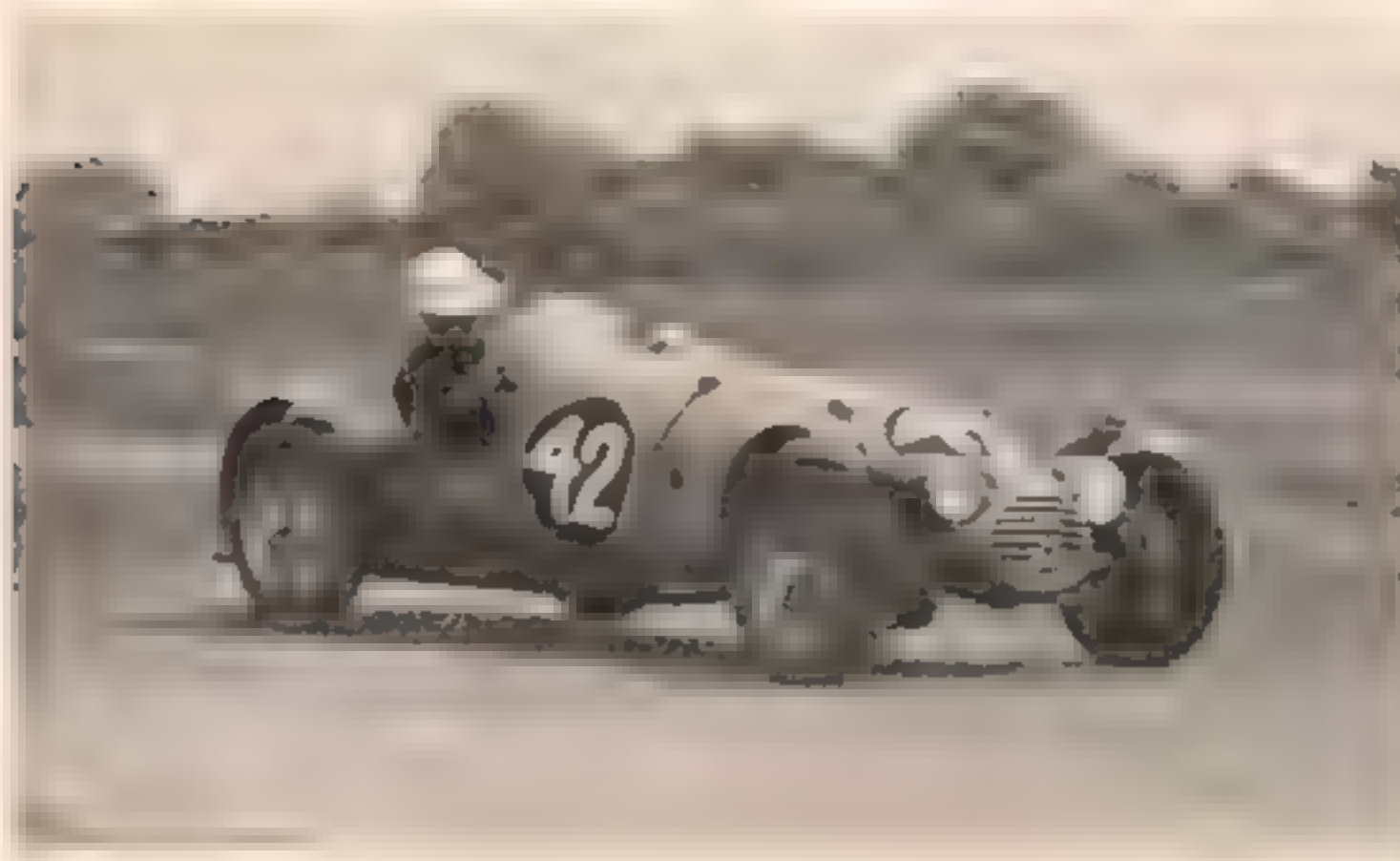
Whilst many people may regret it, if this tendency serves to meet the deficiency mentioned in para 1, it will be well worth while.

International Rallies

As far as Rallies of an International status are concerned, the picture is much brighter, British 1½-litre cars having won most of their



TOLWORTH TYPES: (Above) J. M. Richmond's H.R.G., during the Rest-and-be-Thankful timed climb in the 1951 R.S.A.C. Scottish Rally. (Left) M. J. C. Keen's Le Mans/Spa model at a Silverstone meeting



Turning from the general to the particular, Jowett Cars Ltd., making full use of the fact that their sports Jupiter qualified as a "closed car" by virtue of wind-up windows and a coupé-type hood, scored a resounding success in the Monte Carlo Rally. R. F. Ellison and W. H. Robinson not only won the 1,500 c.c. class, but came equal sixth in General Classification, which was a magnificent performance by any reckoning. Gordon

Wilkins and Raymond Baxter came second in the 1,500 c.c. class in another Jupiter, just beating Scaron and Pascal in a 1,221 c.c. Simca. Les Odell was fourth in a Javelin saloon, and Arnold Pownall tenth in an M.G. 1½-litre saloon.

The Idle firm's success was further supported by Nogueira's outright win in the Lisbon Rally, on 2nd/7th May, 1951, with a Jupiter.

The 1½-litre British sports-cars were not, however, so successful in the Tulip Rally, from 23rd to 28th April, 1951. Robinson's Jupiter, an H.R.G. and one of six M.G.s were successful in coping with the increased road average demanded of sports-cars. Their drivers could not, however, cope with the 5 per cent. added to their test times, and the class was comfortably won by Th. J. Kok's Volkswagen saloon, which came third in General Classification. Peter Harper's fourth place in a Hillman Minx saloon alone redeemed the British effort in this class.

The R.A.C. Rally of Great Britain

In the R.A.C. Rally of Great Britain, 4th/9th June, 1951, open cars were not in direct competition with saloons, and the Jupiters were classified as open cars. Owing to the unfortunate muddle over the Silverstone tests, which would have penalized about half the entry, results were largely decided by the hazard of two special tests. J. V. S. Brown and Nancy Mitchell were first and second in H.R.G.s, R. A. Hopkinson was third in a TD M.G., and Jupiters were fourth and fifth. Nancy Mitchell's effort was particularly praiseworthy, as she was in direct competition with more experienced males.

The 1½-litre saloon class was won by the Reading brothers (M.G.). Their amazing driving in the tests is shown by the fact that, had open cars and saloons been in direct competition, they would have been sixth in this joint class, despite the greater weight and smaller engine of the 1½ litre saloon.

The interesting new Austin A40 sports, which had made a fair competition debut in the Tulip Rally, performed very indifferently. Few of them could attain the set class speed at Silverstone, and they took the last three places in the open

1,500 c.c. class, with test times far below those returned by the A40 saloons.

The "Alpine"

In the Alpine Rally, the toughest of all Production car events, Jowett cars made a strong bid for class leadership. Tommy Wise with the 1950 Le Mans car, W. H. Robinson in the Monte Carlo Jupiter, and Armengaud with a French-owned Jupiter were supported by Dr. Smallhorn in a Javelin against six M.G.s, (four TDs—three being Stage II—a TC and a TA) three Grand Sport Simcas, one works-prepared Lancia Aprilia and the veteran H.R.G.s of John Gott and Bill Shepherd, the former attempting its fourth, and the latter its third Alpine Rally.

The Jupiters proved themselves very fast, taking all the timed tests, but none of them were amongst the five survivors, which were the H.R.G.s of Gott and Shepherd, the M.G.s of Macmillen and De Regibus and the gallant Javelin saloon. Gott's H.R.G. took the class with no penalization points, thereby also winning the first Coupe des Alpes ever won by a British 1½-litre car since the event was taken over by the A.C.M.P. in 1938. Shepherd's H.R.G. was second with 130 penalization points, and Macmillen's standard TD M.G. third with 140 penalization points. The Javelin lost 900 points, but, as it was Dr. Smallhorn's means of conveyance around his practice, with over 50,000 miles on the speedometer, it was a creditable effort indeed to finish at all, when so many starker cars failed to complete the arduous course of more than 3,000 kilometres.

A timed test of particular interest was the standing kilometre at Monza, which was slightly uphill and against the wind.

The best time was by Armengaud's Jupiter in 40½ secs. Flower's Stage II TD was the fastest M.G. in 41 secs. and the H.R.G.s of Shepherd and Gott returned 41½ secs. and 41½ secs. respectively. Wise's and Robinson's Jupiters returned 42 secs. and 42½ secs. respectively. Considering these times were made with a passenger, a full tank and all luggage, they compared very favourably with times returned, under sprint conditions, by cars of

a similar type at Brighton, e.g., Dr. G. H. Scott (H.R.G.), 40½ secs., F. M. Baker (M.G.), 42½ secs.

The final Rally of note was the M.C.C./Daily Express Rally from 7th/10th November. Despite a gallant attempt by the organizers to eliminate on the Road Section, the event was actually decided solely on the well-known reversing test, which, however, did not fail so many as last year.

Alan Hopkinson's Stage II TD M.G. won from J. V. S. Brown's H.R.G. and Ken Rawlings's versatile Vanguard Special was third. As winners in General Classification, Hopkinson and Brown naturally shared the class prize money in the same order. The two Jupiters engaged, a standard type two-seater, and a very pretty special bodied saloon, figured nowhere in the results, either general or class.

H.R.G. for Consistency

On balance, the H.R.G. seems still to be the most consistent Rally car, although, if the event is decided on short special tests, the TD M.G., with its very low bottom gear and excellent brakes, has a better chance of success. When competing as an open car against M.G.s and H.R.G.s, the Jupiter appears outclassed, probably on account of its weight and torque. When, however, competing against saloons, it is almost unbeatable.

John Brown, with a win in the R.A.C. Rally, and second places in the Daily Express Production car race and rally, was probably the most consistently successful 1½-litre driver.

For the future, the outlook is rosy, provided open cars are not barred from Rallies. If, however, following the example of the organizers of the Monte Carlo and Lisbon Rallies, these events are confined to saloon cars, the outlook rapidly changes from rose to black. On past results, we have no cars capable of beating, on level terms, the competition type Simcas, Fiats and Lancias. Moreover, the performance of the Porsche in the Tour de France showed that a new menace is arising in the East. Still, I don't doubt but that the brains at Abingdon, Idle and Tolworth have noted these developments and have laid their plans accordingly.

December 21, 1951

TECHNICAL AND OTHERWISE

by

JOHN BOLSTER

probably shift gears just as well if I didn't feel that way about it, but at least it prevents me from doing anything thoughtless that might damage the mechanism. Of course, when one has built a "special" oneself, the affinity between man and machine is particularly strong. I always felt that I could drive my own old car, "Bloody Mary", a little better than I could handle the very finest "factory-made" job.

DRIVER, KNOW YOUR CAR!

By hanging around the circuits, or taverns adjacent thereto, one soon realizes that among the motoring cognoscenti certain subjects for discussion are ever-green. It is my pleasure to become involved in many such arguments, and they often give me ideas for the scribblings which I submit to AUTOSPORT. One which I used to hear in the Members' Bar at Brooklands, and which is still often discussed not a thousand miles from Brick Street, concerns the necessity, or otherwise, of a driver understanding the mechanical anatomy of his car.

It has been pointed out, by protagonists of the clean-handed school, that there have been several great racing drivers who never handled a spanner, or only skinned their knuckles if they did. They feel that if a man can be successful in competition work without knowing what goes on inside the machinery, surely the everyday driver is adequately equipped if he can remember which buttons to press. I wonder?

I have always held the view that the more one knows about a car, the better service it will give. I think that applies to every sort of motoring, but particularly where the machine is well past its first flush of youth. Many of us, perforce, have to drive the same old cars for year after year, and by being able to distinguish permissible noises from dangerous ones, we can avoid expensive troubles. This applies more particularly where the owner does all his own repairs, for when he has assembled most of the main units with his own hands he can visualize just what is happening as he drives along the road.

Personally, I imagine every part at work, and when I move a control I always subconsciously get a mental picture of just what my action entails. For instance, when I change gear I can "see" the selector engaging the dogs or sliding the pinions inside the box. I could

It is probably a good thing if a learner-driver has to carry out his own maintenance, and is also rather short of cash. He will then soon discover what driving errors are hardest on the mechanism, and the lesson will very likely stay with him all his life. I have seen people, through sheer ignorance, doing the most destructive things to their motor-cars. I remember, with horror, the sight of a man driving a supercharged 4½-litre Bentley on full throttle in reverse. Now, anybody who has dismantled and assembled one of these gearboxes must know that the mounting of the reverse idler, while entirely adequate for proper driving, was never schemed for such crazy misuse. Almost any really powerful car can wreck its gearbox if maximum torque is applied violently in reverse on a hard road. It is only necessary to watch the final tests of a rally to see, sooner or later, some bits of jagged metal strewn along the promenade from this very cause. It would be necessary to make an absurdly massive gearbox to ensure that such capers could be cut with impunity, and that would certainly not improve a car for normal motoring. Reg Parnell told me that he always avoids using reverse gear on a racing-car, and that is an example of mechanical knowledge helping driving technique.

While on the subject of gearboxes it is well to know the size of the teeth and the general rigidity of construction. Some big American cars, for instance, have narrower gears than a British "Ten", because it is assumed that at least 90 per cent. of their mileage will be covered in top speed. If a "sporting" driver gets hold of such a mount, and proceeds to change down at peak revs, before every corner, he will eventually be faced with a nasty little bill for the kind of dentures you don't get under the health scheme.

Although there have been racing drivers who had

no mechanical bent, yet this cannot but have been a disadvantage to them. An important part of the driver's work during the practice period is to provide constructive criticism for the mechanics. It needs no skill with nuts and bolts to find out how she's going, but in quickly deciding why the motor is below par, the man who knows every little part as he knows the back of his hand must be a godsend to his pit staff. Furthermore, he is likely to notice a dangerous symptom a split second earlier, and may thus avoid totally wrecking his engine.

I think, then, that a thorough mechanical knowledge of a car, of whatever type, must help the driver to get the best out of it. There are other qualities, closely

allied, and one of these I can only describe as a love of fine engineering. Furthermore, there is that indefinable "swing" whereby a great driver can get over the ground in an almost absurdly effortless manner. He seems to have a sixth sense, so that he catches up and overtakes slower vehicles at exactly the best places, never seems in a hurry, and seldom has to change his mind. On the hunting field it is known as "hands", and certainly the partnership of rider and horse can be very like that of driver and car.

So, get into those dungarees, young man, and get thoroughly smothered in oil, for it is among the brotherhood of the spanner that we are most likely to find the first-line drivers of the future!

A Christmas Toast

THREE cheers for the Sport, the best of them all
And let's all be proud to admit it.
It's faster than football, as cunning as chess,
And very much brighter than cricket.
It's a wonderful sport and is followed by all,
Young and old, and your aunties and uncles
Inspectors of Taxes admire the sport too—
Let's hope that they suffer car-buncles.
But Christmas is here and we mustn't think ill
Of any man—not for the minute.
So prepare for the toasts and charge up that glass,
Make sure that there's something good in it.
Three cheers for the champions, those that have made
The Italian drivers to wonder,
Given the cars and the backing as well
They'll break every record asunder.
Hip-hurrah for mechanics, who never stop trying
To make motors work when they won't,
Whether rewarded with shekels or beer
They'd ne'er give up hope—and they don't
Three cheers for Committees who run our events
And put on a jolly fine show,
Satisfaction alone is the reward that they get
Plus the protests from lovers, and
57—

Three boos for the people who always complain,
Who flourish their fists without reason,
Who flaunt racing numbers long after the race,
Don't be a clot—sir—next season!
Free beers for those Marshals who work mighty hard
And stick to their posts to the end,
Others take photos or girl friends or both
And go to their favourite bend
Scrutineers wear an inscrutable look
As they shake, push and tug at your car
When they've stuck on their label, you sigh with relief
And buy them a drink at the bar
Three cheers for Observers, though what they observe
Is not always clear to the eye,
They make their reports on revolvers and dicers,
And who dropped a whatsit—and why!
A thought for the Stewards—we're never quite sure
Of their ultimate purpose in life,
Still they're jolly nice chaps and useful at times
At calming down protests and strife
Hurrah for those stalwarts, the Clerks of the Course
Who work to the end of their tether,
They're ten chaps in one, but they never admit
That they're also the Clerks of the Weather
Timekeepers seem to miss most of the fun,
Watches and charts are their gods,
Science is golden in temples of time
And questions are answered by nods.
So a beer is required for the Keepers of Time;
And another for Marshals of Flags
Who are all friendly fellows and give you a wave

With a blue if your confidence sags,
Free beers for all those who get writer's cramp
In giving us news and the gen,
On motoring matters and technical matters
With water-cooled slide-rule and pen.
When Christmas is come, with your tankard of ale
Propose this fine toast in your bar—
To your friends, to the Sport, to your hopes and not least
To your best pal of all—your CAR!
CHRIS. TOOLFY

THE DEWAR CHALLENGE TROPHY

THE award of the Dewar Trophy for the most outstanding engineering and technical achievement during 1951 has been made by the R.A.C. to Jaguar Cars, Ltd.

During the year Jaguar cars won the Tourist Trophy race on the Dundrod Circuit, made the best performance in the International Rally of Great Britain; were placed first, second, third and fourth in the B.R.D.C. Silverstone Production Car Race; and broke the One-Hour Record in International Class "C" at Montlhéry, covering 131.83 miles in the hour.

The Dewar Trophy is awarded for achievements accomplished under the R.A.C. Competition Rules, and those set out above comply with this requirement. Jaguar successes in International events include:—

Winner of the Le Mans 24-Hour Grand Prix d'Endurance; tied for best performance in the Alpine Trial; first and second Tulip Rally; first, second, third and fourth, Rallye Soleil; first and second Liege-Rome-Liege Rally; and first, Production Car Race, Spa.

WHO ARE THE TWELVE BEST RACING DRIVERS?

By

NEVIL LLOYD

I WAS on holiday at the time (I have a small villa called "Defense D'Afficher" at Presson, in the heart of the Basque country; an area renowned for its cooking and the legendary presence of mind of a local cinema manager who, when his picture house caught fire, put all his Basques into one Exit), taking a well-earned rest from my exertions of the past year. It is not generally known, but for many years now I have stuffed cottonwool into the necks of aspirin bottles to such effect that very few people indeed have succeeded in getting at the aspirin—a life work closely resembling in its lack of future such professions as Running An Oil Company In Persia, Publishing Books on Motor-Racing, or Taking To The Escape Road.

Some friends had dropped in, and we were sitting at our ease in deck-chairs upon the loggia (all, that is, with the exception of one of my visitors, who had found a chair to be unnecessary—well into his third bottle of Dubonnet his suspension was entirely independent of such artificial aids), and the talk had turned, as it so often does, to the subject of motoring.

With understandable pride I had just shown the assembled company the pair of chromium-plated bicycle clips that I had received from the French Minister of Fuel for my work in the pits during the great fuel crisis at Le Mans in 1951. There was an awkward silence for a few minutes.

"Did I ever tell you," I said, breaking the silence that had settled for some reason upon my visitors, "about the strange case of Juan Manuel Smith?"

There was a chorus of assent, which I chose to ignore.

Well, Juan Manuel Smith and I went to the same kindergarten school, and I remember as if it were yesterday my first meeting with him. It was in the mid-morning break of the Easter term, and a group of us consisting of young Charlie Lautenschlager, Jenatzy and a boy we called "Smellie", whose real name was Rene de Knyff, and I were playing trains. We were all, of course, bare-footed, as all this happened in those dreadful days of Tory misrule which no less an authority than Harold Wilson has described in such graphic detail.

"Do you," said Juan Manuel Smith, wearing a sickly grin and speaking in a high and piping treble, "do you believe in Ferraris?"

Seizing a garden rake, which, like the controls on a modern motor-car, fell easily to hand, Jenatzy, who even in those far off days was not called "Red Devil" for nothing, made a savage swipe at Juan Manuel. Unfortunately he missed, but caught young Juan Manuel's twin brother, a shy, retiring bookish boy called Instruction Manuel Smith, a glancing blow across the knees.

From that moment our paths went different ways; Lautenschlager, Jenatzy and de Knyff in the direction of Europe, with our headmistress in fourth place, but with bags of power in hand as they disappeared from

sight round the first corner; I to my position in the cottonwool and aspirin industry, and Juan Manuel Smith to Monza, where his childhood faith and belief in the existence of Ferraris was finally vindicated. His garden backed on to the circuit there, and one September day there was a scream of tyres, a hideous crashing noise, down came his fence and there was a Ferrari at the bottom of his garden, just exactly as Hans Andersen had said in one of his books upon this marque.

Those of my readers who are still with me at this point and who are also interested in the technical side may well be glad of a few further details of this supernatural phenomenon.

"Juan," I said, looking round furtively for another garden rake, "this particular Ferrari that appeared so suddenly at the bottom of your garden. Can you describe it? Was it, for instance, a four-point-five or a 2-litre?"

Juan Manuel thought for a moment. "No," he said finally. "As far as I can remember it was just the ordinary type—about two foot high with a funny hat and a rather red nose."

Many strange things have occurred in motor-racing, but few stranger, I venture to think, than the case of Juan Manuel Smith—unless it be the title of this article, "Who Are The Twelve Best Racing Drivers?" Frankly I do not see the connection either. But whilst we are on the subject I do think that the headmistress of that kindergarten school has established a definite claim for consideration. When talking over the old days with Juan Manuel Smith he told me that she did finally come right through from fourth place to knock heck out of that redoubtable trio of Jenatzy, de Knyff and young Charlie Lautenschlager.

I asked also after his twin brother, Instruction Manuel. But it seems he just disappeared. One minute he was there and the next minute he wasn't—a thing that often seems to happen with the Instruction Manuels of this world. Frankly, though, I find it difficult to concentrate upon this subject of the 12 best racing drivers. Or any other subject, come to that. Nothing has been quite the same since I read that "small ad" the other day. I just sit here, refusing all food, gazing in front of me, wondering . . . wondering . . .

Perhaps you saw it yourself? "FOR SALE (it read) BUGATTI ROYALE. OWNER BOUGHT LARGER CAR."

THE last 10 days has seen "Northern Lights" covering a good deal of road in a rhomboid drawn around London, Liverpool, Edinburgh and the East Coast of Yorkshire. All of it has been done alone and much of it in wet darkness. Solitary navigation on strange roads must be one of the most infuriating of sciences and the only relief can be found in decent signposts. Under this heading I would give Scotland top marks and Yorkshire absolute bottom. But from the wind-swept spaces of the latter county I gleaned an incident which kept me cheerful for several hours. It had been raining cats and dogs all day and flooded stretches of

road were becoming frequent. Dropping into a dip I found a small queue waiting to cross a patch some 150 yards wide, in the middle of which bubbled a young torrent. The situation was being controlled by three small schoolboys, averaging maybe 10 years. When my turn came, a cheery-bright face poked round the screen and said with confidential emphasis

"You'll be all right, mister. Stay in bottom and keep t'engine rooning fast. But don't go fast yerself. Slip t'clutch".

He had his subject taped all right.

Correspondence

Permit for Non-Ls

AN official of the R.A.C. is reported in the 7th December issue as saying, "Motor-cycle tyres are not permitted but there is nothing to stop them being used."

Does the converse of this extraordinary statement apply? If so we may shortly expect to hear a conversation on the following lines

Scrutineer: "You'll have to change those tyres, old man"

Competitor: "Why is that?"

Scrutineer: "They are permitted by the R.A.C."

T. H. CHURCH

GRAVESEND.

That Duncan Hamilton Drift

I SEE in AUTOSPORT that my godfather, Mr. Lowry, is still reporting the argument concerning "drifting" which is being waged in his office. Now, as I am only 16, I have had no driving experience with the exception of a few or six hours this summer, nor have I as yet had the opportunity of seeing a pukka Grand Prix. So all the knowledge I have comes either from the pages of your excellent journal or from the occasional club meeting.

Concerning the much-discussed cover picture of Duncan Hamilton, there is a very similar photo in AUTOSPORT dated 20th July, 1951, on page 79. This time it is of Duncan at Copse Corner, Silverstone, and again the angle of the wheels is the same as in the cover picture. Possibly it is just coincidence that on both these occasions Duncan would appear to be correcting, rather than drifting. Both photos bear a marked resemblance to some hill-climbing ones entitled, "power sliding". Also in 20th July issue there are two other pictures of Copse, one depicting Bonetto and Farina, obviously not drifting, the other showing Gonzalez doing it really properly.

On these Formula 1 cars there is no tendency to heel over or roll. One part of the discussion in "Northern Lights" suggests that, on occasion, any car can be put into a drift, but surely on some of these modern, short chassis, good ground clearance, softly-sprung saloons the result would be a lot of sliding on the roof and/or sides of the machine. This might apply to anything from a Dyna-Panhard to Ford Zephyr, Standard Vanguard or the older Vauxhall Velox.

In school jargon, I have probably been "dripping", but I would like to hear what some of the gods have to say on this.

RUPERT JONES.

FLEETWOOD, LANC'S.

Protests in Trials

IT would appear from your columns that a certain amount of mud-slinging of the wrong kind is taking place in trials.

We are all familiar with the character who is never happy unless he has both feet in and splashing, and I suggest there are two ways of dealing with him

(1) Leave him bogged down half-way up section 3, without a tractor; or, should the opportunity not arise (2) Charge him £500 to stage his complaint. If it is a 1000 lbs. trial, let it be his deposit which could be donated to the B.R.M. fund. This will either stop the complaints or finance the B.R.M., both of which would appear desirable

I EN GRALE

LOTFENHAM, N 7.

The TD M.G.

LIKE many M.G. enthusiasts I was disappointed when the TD was introduced. The chassis and performance seemed excellent, but the appearance of the car! Well, frankly I just hoped that time would alter my verdict!

I have now grown accustomed to many new styles, but still regard the TD as a half-caste. Here we have a new chassis with engine, elegant gearbox and creditable performance. On this side the breed is proudly maintained. But the body is surely the product of some other stable! The car no longer looks a snappy sports-car and this is most disappointing. Also, I wonder why it is called a "Midget"?



Correspondence—continued

Therefore, as the traditional and much loved M.G. look is not maintained, and a most unlovely effect is created by the half-hearted attempt to retain it, why not make a clean break?

With a modern aero-dynamic body, perhaps basically similar to the car used at Le Mans this year, but obviously modified to suit the market, it would satisfy. The appearance of the M.G. would be in keeping with the value and workmanship it represents, and the new contours would greatly enhance the performance and economy of the car.

I would be interested to know what other readers think, and hasten to take this opportunity of thanking Autosport for producing such an excellent journal.

J. N. DOBBS

CLAVERTON DOWN, BATH

The R.A.C. and Trials Regs.

ON the subject of the recent Clubs Conference in London, I am amazed at the attitude shown by the R.A.C. towards Onslow Bartlett's question on trials regulations. The R.A.C. seem to be suffering from the disease which has invaded Government Departments in the past few years, and I think it is a poor show that, when somebody at least tries to clear up a problem voiced in the correspondence column of all the motoring journals, he only gets as his answer, "this is a problem that cannot be rushed". I do hope that motor sport is not going to be polluted by bureaucracy.

G. N. PLUMMER

LYME REGIS.

Trials Protests

As a motor-cycle organizer and competitor, I have been most interested to read the correspondence in Autosport relating to the subject of trials protests.

Readers may be interested in the regulations governing a motor-cycle trial to be run on 30th December which will, no doubt, be a tough but thoroughly enjoyable affair.

Under the sub-heading, "General", the rules and spirit of this competition are unequivocally stated. Grumbling car trialists please note.

SYDNEY A. A. KAY

HARTFAX

Regs. under "General" read: No previewing of observed sections (penalty exclusion). No faults allowed. No delays allowed! No excuses allowed! No moans allowed!!—Ed.

University Motor Clubs

IN his letter in Autosport, 7th December, Mr. Holland Birkett has raised a point with regards to University Motor Clubs which the Committee Members of the United Hospitals and University of London Motor Club think should be acted upon at once.

This Club is run for the benefit of past and present members of the Associated Colleges of the University of London, and Hospitals to give these members a chance to join in motoring sport on as cheap a scale as possible. There are, I believe, several small Clubs within the University of London, and it must be well nigh impossible for them to run a reasonable road event without incurring a heavy loss, with the added risk of insufficient marshals.

This Club had intended to circulate all the University Motor Clubs in Southern England early in the New Year with the proposal that a Federation of Clubs should be formed and asking all Clubs interested if they would come to a meeting to discuss the matter in full.

The main benefits as I see them would be:

1. Any Club running an event would have a large pool of marshals to draw from.
2. Entries would be of a reasonable size to enable the Club to run the event without loss.
3. The Universities would be able to run high-speed events with a good entry and plenty of experienced organizers behind the event.

We still intend to circularize the University and Hospitals Motor Clubs, but I shall be pleased to hear from any Secretary of the Clubs in these two groups who would be willing to join us in this venture.

D. F. BICKNELL

LONDON, S.W.7.

HON. SEC., UH & ULMCC

Racing and Mud-Plugging

JOHN E. HALL, in my opinion, is quite correct in his letter regarding the space you devote to mud-plugging, etc.

Your Editorial is also correct with one exception. There are more people actively engaged in reading your excellent weekly than there are actively engaged in participating in Trials. That should be there—your yardstick.

If the law of averages is anything to go by, it is of no more interest to the motoring public to see photos or read about unknown trials types in 'specials' which are invariably ugly and box-like than it is to the horse-racing public to read about local Hunt-meetings or steeple-chasing in the daily papers, which they seldom do.

The race is the thing, in any sport, and always has been, that attracts. Clever engineers and drivers are worth watching and reading about, striving for a win. No "local" events are, in my opinion, worth a national write-up.

The first page I look at is John Bolster's, which is invariably excellent and never dull. Let's have many more of 'em.

W. FRENCH

HUCKNALL

MAY I express my appreciation of your successful endeavour to cover the many trials of the present winter season.

I was most pleased to read your Editorial of 14th December. You know, the opposition can always raise a shout whilst those who get (and really enjoy) excellent trials reports and photographs are prone to keep a complacent silence.

There are perhaps two points worthy of further amplification.

Firstly, motor-sport is undoubtedly a seasonal sport and just as racing occupies most of the summer issues so should trials have the lion's share when the elements push the speed merchants indoors and only the enthusiast ventures forth.

This leads me to my second point. I believe that Autosport caters primarily for the enthusiast, not the mere spectator looking for thrills and spills. Who can be a true enthusiast and ignore the club events, the local lads' efforts, and friendly North, South, East and West rivalry which keeps the game alive?

Thanks to the local clubs, we impecunious enthusiasts can frequently enjoy a day's sport comparatively near home.

Congratulations, Autosport, on giving them a fair share of your excellent publication.

KENNETH HALLIWELL

ROYTON, LANCs

I CANNOT write this letter quickly enough to support Mr. J. E.

Hall, who gave a very reasonable plea for more G.P. racing features during the winter. My perusal of Autosport during these dark days is confined to scanning "Pit and Paddock" for real items of interest about Formula 1 racing, and to reading any article relevant to this subject which I can discover sandwiched between photographs of odd little motor-cars in even odder situations in muddy portions of the countryside. Surely it is possible for you to commission stories by well-known (and I do mean well-known) racing drivers on "My experiences during 1951" or tests at Silverstone or Croftwood of genuine racing-cars which could be made in the summer—not so much from the maximum speed angle but giving the reader the feeling of driving the car.

DERRICK MORGAN

LONDON N 16

WHILE the battle rages as to what should be reported in Autosport I would like to make a few points.

Personally my own interest lies in sports-cars and I should like to see more about them. I would consider articles such as the ones on tuning an M.G. to be very absorbing and of beneficial use, whereas reporting a Grand Prix is of pure interest only to the majority of enthusiasts. I would be inclined to agree however that the mud-plugger does get a rather large helping of Autosport.

What it does boil down to, of course, is the old saying—"You can't please all the people at the time".

G. BELLAMY

MALVERN

CARS FROM THE CONTINENT

2.—The Fiat-Stanguellini "Bialbero" Two Seater



Clean frontal aspect of the 1100 Fiat-Stanguellini "Bialbero"

SPORTS-CAR racing in Italy is extremely popular, many events being run in capacity classes bringing together the bigger Ferraris and Alfa Romeos, the Lancias and the smaller Oscas, Fiats and Fiat derivatives. The Fiat designs such as the 500, 1100, and 1400, being readily available and amenable to modification and tuning, have not unnaturally provided a convenient basis for relatively inexpensive sports-cars of high performance. Prominent amongst the numerous Italian concerns who produce and race Fiat-based sporting vehicles are the Stanguellini establishment, whose full title is "Officine Stanguellini Trasformazioni Auto Sport Corsa", a firm with 15 years' experience

behind them in sports-car construction and competition work.

The particular "trasformazione" illustrated on this page is the "Bialbero", one of Stanguellini's newest models, a "Grand Sport" two-seater with gracefully streamlined bodywork and very respectable performance, based on the well-known Fiat 1100 design. The four-cylinder, 68 mm. x 75 mm. engine of 1,090 c.c. is fitted with a special crankshaft, dynamically balanced, and a Stanguellini light alloy cylinder head with twin-overhead camshafts driven by silent chain, and valves at 90°. With a 10 to 1 compression ratio and twin carburetors, 80 b.h.p. is produced at 6,500 r.p.m., and this power unit, the relia-

bility of which has been proved in innumerable famous events of the calibre of the Mille Miglia, the Tour of Sicily and the Dolomite Cup, will propel the "Bialbero" at a claimed maximum of over 120 m.p.h.

Dry weight of the car is only 10 cwt. 24 lbs., which helps to account for its fine performance. Fuel consumption averages approximately 17.5 m.p.g., the tank holding 15½ gallons. A special sump of 1½ gallons capacity is fitted. Ignition is by battery and coil. A dry single-plate clutch transmits through a four-speed gearbox to a conventional rear axle.

The frame is tubular and suspension at the front is independent by helical springs and wishbones, hydraulically damped. The rear springs are semi-elliptic with telescopic shock absorbers. Hydraulic brakes are used and the knock-off type wire wheels have aluminium alloy rims and 5.50 x 18 tyres. Wheelbase of the "Bialbero" is 7 ft. 3½ ins., and front and rear track 3 ft. 10 8 ins.

RAFFAELE SANSONE

STARTING IN COLD

WINTER'S frosts having already made themselves felt, the R.A.C. have issued the following hints to motorists—particularly those with older cars—on starting in cold weather:—

- (1) Change to the winter grade of engine oil, as recommended in the maker's handbook.
- (2) The battery should be in first-class condition. If in doubt, have it checked by a battery specialist and, if necessary, replated or renewed.
- (3) The distributor points should be clean and in good condition. The

gap should be set to the recommended clearance—usually .010 in. to .012 in.

- (4) Sparking plugs should be in reasonably clean condition both internally and externally, with the points set to the recommended clearance. If the plugs have been in use for 10,000 miles or more, they should be replaced by new ones.
- (5) High tension leads must be in good condition. If at all doubtful, they should be renewed.
- (6) Car owners who are unable to devote the time necessary to verify items (2), (3), (4) and (5) are recommended to have an electrical service check carried out by a reputable automobile electrical specialist.

- (7) It is helpful to "ease over" the engine by hand before using the self-starter.
- (8) The use of an under-bonnet heater can facilitate easy starting.

* * *

MORGAN SUCCESS IN PORTUGAL

A MORGAN 4/4 driven by Carlos Baeta won the Third Tour of Portugal, held in four stages over a distance of approximately 1,350 miles. Santos Pinto (Lancia) and Carlos Rasquilha (Porsche) were second and third.



PLEASE, MR. BOLSTER: Is this understeer or oversteer? The Yorkshire S.C.C. boys want to know. The car in question is George Wood's C.W.R. on Cob Clough IV in November's Pennine Trial

ASSOCIATION OF NORTHERN CAR CLUBS

Ban on Mutilated Tyres

RAY MALTRY was chairman at the 19th meeting of the Association of Northern Car Clubs, which was held in the Royal Victoria Hotel, last week. The Sheffield and Hallamshire M.C. made all the necessary arrangements.

Member clubs agreed unanimously that the practice of mutilating tyres for the purpose of obtaining more adhesion, could not do other than react against the best interests of the Sport. It was also alleged that cut tyres may lead to dangerous and impossible hazards being included in trials. The member clubs agreed to insert a clause in their supplementary regulations, banning the use of mutilated or cut tyres.

General agreement was expressed on the proposals circulated by the R.A.C. to avoid arousing public feeling against motor sport.

BENTLEY D.C. (MID-WEST) A.G.M.

THE Mid-West Region of the Bentley Drivers' Club, comprising the counties of Hants, Berks, Wilts, Oxon and Gloucestershire, held their second, separate, A.G.M. on 8th December, at Elcot Park Hotel, Nr. Newbury, Berks. The retiring Regional Member of the Committee (who is, *ipso facto*, Chairman of the Region), H. J. K. (Tony) Townshend, was unanimously re-elected for the coming year, together with the following Members of the Regional Committee, G. H. G. Burton, Berkshire; R. A. Carnegie, Hampshire; Major R. Carpenter, Oxfordshire; Wing-Cdr. J. Moore, Wiltshire and Gloucestershire.

The meeting was followed by dinner, a film show and "Noggin and Natter" till well after midnight. A total of 51 members and friends were present, despite some pretty frightful climate earlier in

the day, which obviously cut attendance by at least 50 per cent. It is hoped that a second film show will be held at the same venue in February.

The Region are also holding their New Year's Eve party and dance at the same hotel, on the 31st December, from 7.30 p.m. till 1.30 a.m. Tickets are 1 gn. each, including first-class running buffet, and are obtainable from either the chairman of the Region, H. J. K. Townshend, Elmdown, Ramsbury, Marlborough, Wilts, or direct from the Elcot Park Hotel.

CRANLEIGH DINNER-DANCE

ON 7th December, 1951 the Cranleigh and D.M.C. and C.C.'s second annual dinner-dance and presentation of awards, was held at the Cranleigh Village Hall, Cranleigh, Surrey. The President, Captain R. P. Minchin, O.B.E., Fred Butcher, the club chairman, and the two guests of honour, Arthur Bourne and Sammy Davis, made commendably short speeches referring to club life, and emphasizing the need for safety on the road. Some 140 members and friends were present. Awards for the 1951 Season were presented by Mrs. Minchin.

THEY COULD HAVE USED THEM!

CATS'-EYES would have been a very handy item of equipment at the Scottish Sporting Car Club's Cats' Eye Rally on 7th December, as it was a night of blustery winds that threw the heavy rain incessantly against the windshield. These things did not prevent J. A. H. Broadbent (Allard) and W. Shepherd (H.R.G.) clocking-in on time at every control from Glasgow to Blanchfield, and losing very few marks in the driving tests. A very competent performance under trying conditions came from Miss Agnes Balfour, who handles her M.G. very skilfully.

News from the Clubs

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

The 50-mile route was tricky, and nine out of the 40-odd navigators got themselves lost or had to retire before the finish, while the weather led to an odd incident or two. Bill Skelly (Jupiter) went off the road and put a permanent wave in his exhaust. Poor J. A. S. Clark (M.G.), not only had a puncture but he buckled a wheel on a loose stone and had to wait for another M.G. to borrow a spare.

RESULTS

Joint Winners: J. A. H. Broadbent (Allard), W. Shepherd (H.R.G.), 38.5 marks lost.

Third: Ian Bennie (Riley), 45.1 marks lost.

Ladies' Prize: Miss A. Balfour (M.G.), 57.7 marks lost.

M.G. NORTH-EASTERN CENTRE'S WEEK-END GATHERING

FOR the fourth year in succession, the North Eastern Centre of the M.G. Club gathered at the Mallyan Spout Hotel, buried deep in the Yorkshire Moors, for their Winter Week-end. Dinner on Saturday evening was a festive occasion, made more so by the local celebration of the Club's 21st Birthday. Speeches were few and of the lightened-chassis variety, in recognition of which John Thornley, as reigning Vice-Chairman and original founder, was presented with an enormous key.

Next morning, an entry of over 30 assembled for a non-chassis-breaking event on the Goathland Moor. The weather turned so unkind that at times the maintenance of set averages might almost have ranked as practice for the Monte Carlo Rally. The Centre's organizing team seemed to feel that the calculations involved in taking so many averages with minus markings for fast or slow transgression could best be done with the aid of comptometers, so no results were promulgated, but a subterranean glance through the sheets seemed to show that Walton (Bristol), Godsmark (M.G.), last year's winner and Snowden (Allard) had pretty near answers on the 2½ mile Regularity Test while in a longer but similar run of 11 miles of moorland track, taken in a thick blizzard, Pedder, Chapman and Thornley (all M.G.s) were closest, with

Continued on page 796

THE INTERNATIONAL CLASS E RECORD BROKEN BY

ANTHONY CROOK

**driving a 2 Litre Frazer-Nash
at an average speed of 120.13 m.p.h.**

On Monday, 26th November 1951, Mr. Anthony Crook set up a new International Class E Record at Montlhery, Paris, when he travelled over 200 miles at an average speed of 120.13 m.p.h. This outstanding performance was achieved in a 2 Litre (Le Mans) Frazer-Nash

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News from the Clubs—continued

Ward and Smart (M.G.s) only a mark behind, while Charlesworth (M.G.), Walton (Bristol), Riddell and Lowry (M.G.s) were also close.

The Downhill Acceleration Test on a gradient pessimistically notice-boarded as "1 in 3", seemed to cause little trouble, but a spirited section of hill-climb, to be done at not less than 20 m.p.h. left most of the entry in default. Half-a-dozen tests of this kind gave drivers plenty to think about, in addition to finding their way through the driving snow. During the morning, one or two distress signals reached headquarters, but by lunchtime all were safely gathered in for the restoration of external and internal warmth at the Mallyan.

CUMBERLAND DINNER

THE Cumberland Sporting Car Club held its annual dinner at the Royal Oak Hotel, Keswick, on Saturday, 8th December, about 70 members attending with their friends.

The Club President, Philip Rambaut, presided and after the dinner members listened to a most amusing speech by Mr. "G.N." Mawson who described his early days of motoring in the car that gave him his initials. The prizes were presented by F. C. Clement, who was the first of the Bentley Boys and drove that most successful marque from 1923 to 1930, figuring in the victories at Le Mans and Brooklands.

Award winners were Bob Dickson who gained the Graham and Roberts

Trophy for the best performance over the year; Chris Shephard-Walwyn, awarded the County Motors Trophy for the best Vintage performance; A. H. M. Edney (Berwick and District M.C.) won the Armstrong Trophy for his performance in the Keswick Rally, while the Slater Trophy for the most hard-working marshal went to J. Heskett Bell.

PROPOSED SOLIHULL CLUB

THE first meeting of the proposed Solihull Motor Enthusiasts Club will be held in the near future at a hostelry in the Solihull area. Anyone requiring further information is invited to write to R. C. Jones at 41 Brookvale Road, Olton, Birmingham, 27.

EIRE EXPERTS' TRIAL

Another Premier to Kevin Murray in M.G. C.C. (Irish Centre) Winter Trial

THIS was undoubtedly one of the best and most enjoyable trials run in Ireland for some time, the organization being so good that some of the organizers themselves were able to compete in the event! The total mileage covered was only 30 miles and the route included nine observed sections and six special tests, in the Rathcoole, Brittas and Blessington areas. Thirty-three starters checked out from the inn at Jokstown; the Noels, Gleeson and Killingly, both being non-starters, although the latter did travel as passenger to Arthur Knowles—triby hat and all! All competitors finished the trial with the exception of Elmer Connell whose fine old "Brooklands" Riley suffered an engine seizure late in the day.

The first test, a cross-roads affair at Killinardin Cross, gave best time to Johnnie Bell (Ford Spl.) with 15½ secs., he was closely followed by Kevin Murray (M.M. Spl.) in 15½ and Maurice Cavey (Ford Spl.) in 16. At Stone Cross a Y-shaped forward-reverse test was won by M. O'Neill in a Dellow with 12½ secs. with a quadruple tie for second place between Bell, Cecil Vard (M.G. TC), Alf Potter (Ford Spl.) and Harold Johnson (Lancia Spl.) all with 13 secs. Kevin Flynn (M.G. TD) was third with 13½ secs.

Test three at Brittas Road was a wobble-wobble and reverse wobble which was won by Dermott O'Clery with the little J3 M.G. in 23½ secs., followed by Murray with 24 and Connell in the old Riley with 24½.

At Brittas Cross Roads a multiple test included two circuits round a pylon and through a stream, against the watch! Owing to the time element many people entered the water somewhat faster than they might have tackled a normal water

splash obstacle and left it on three cylinders or less! There was also a box in which competitors were expected to brake immediately upon leaving the water—strangely enough, most of them did! Bell made a couple of very large splashes in 18½ secs. and "Wilhe" Fitzsimmons, in his famous little Ford Spl. (he uses it for road racing as well!), made the box in 19 secs. Hugh Crawford plunged in and came out for the second time in a very creditable 19½ secs. with only

a mild trace of misting on his C.F.M. Spl. The very last competitor through with the tide rising fast, was Cecil Atkinson, down from the wicked North (over the border, to you); he shook those about to walk away with a clean 18 secs.

Test five at Cromwellstown was a triangular forward-reversing affair and was won by Jimmy Millard in his Millpond-Morford in 23½. Bell was second best with 23½ and Tom O'He (Dellow) third with 24½. The final test at the Embankment was a T-shaped forward and reversing layout which was somewhat mild and uninteresting after the many good previous tests and observed sections. Murray made best time here with 24 secs. with Kevin Flynn second with 24½ and a tie for third best between Bill Young (M.G. TC) and Millard with 25 secs.



COMING OUT CLEAN: Joe Flynn's M.G. emerges from the Brittas timed watersplash during the Irish M.G. "Experts".

Owing to the rain washing clear much of the sticky surface, many of the observed sections were easier than expected and climbed by most, but the deep mud hole at "Hell's Corner" was not so funny. The first 25 competitors all failed here, most of them only gaining four marks. However, of the last eight, four gained the full 10 marks by making the grade; these were: Cecil Atkinson, Harold Johnson, "Wilfie" Fitzsimmons and Norman Young (Ford Spl.). G. Brickenden in a very tiny little Austin Seven Spl., Arthur Knowles (M.G. TD), and M. O'Flaherty (M.G.) did well to chalk up eight marks. A very creditable performance in this section was that of Jimmy O'Brien who chalked up no less than six marks with a perfectly standard Singer Nine Roadster.

H. A. O'BRIEN

RESULTS

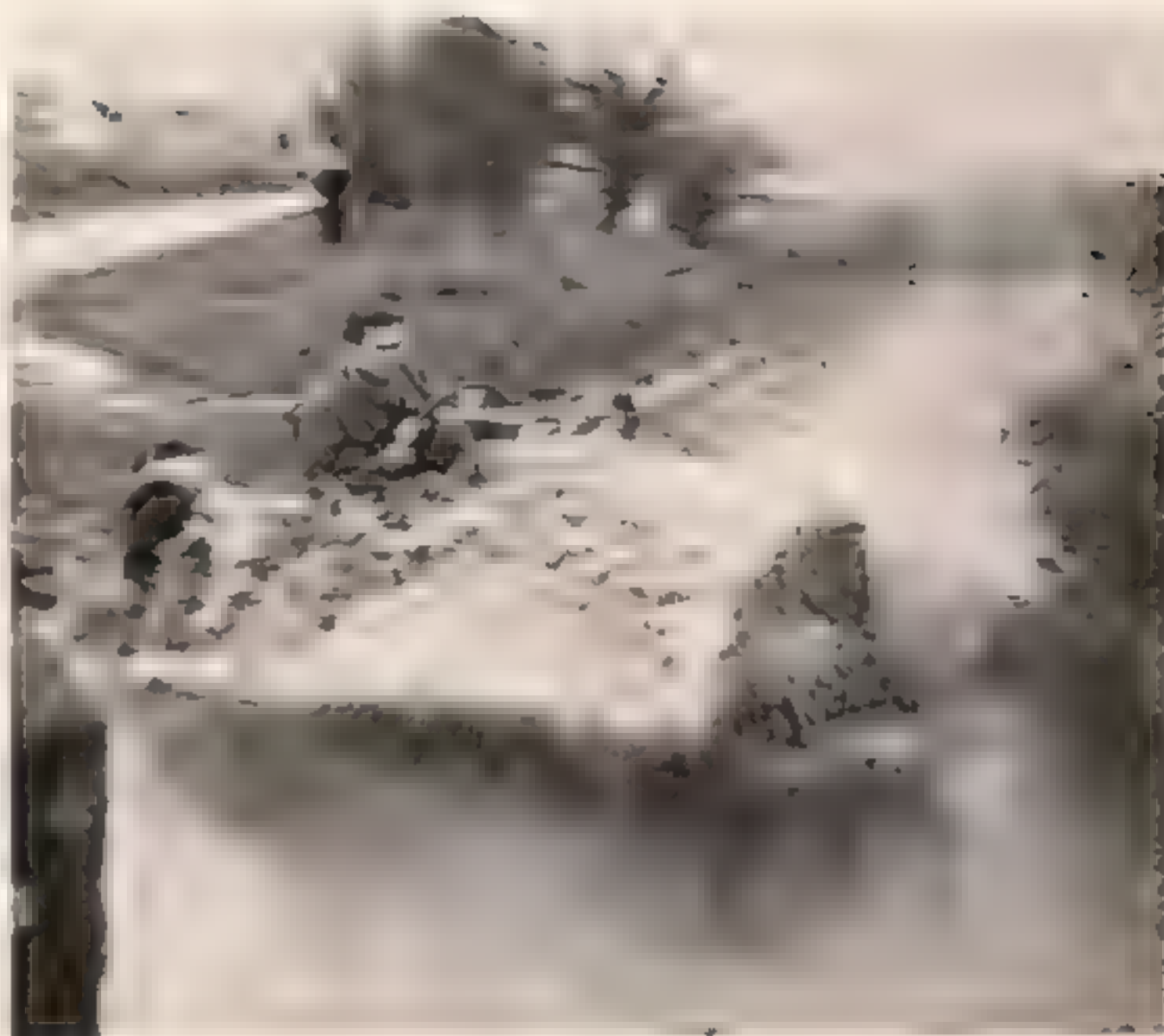
Premier Award: K. P. Murray (M.M. Special), 99 marks.

General Classification: 1, J. Bell (Ford Spl.), 89½; 2, H. Johnson (Lancia Spl.), 86; 3, T. P. Ohle (Dellow), 85½.

Sunbury Cup, Best Standard M.G.: 1, A. Knowles (TD), 80; 2, A. L. Young (TC), 77½; 3, C. Vard (TC), 74½.

Flynn Cup, Non-Experts or Hewison P.A. Winners: 1, C. Atkinson (Ford Spl.), 88½; 2, N. R. Young (Ford Spl.), 76; 3, M. Cavey (Ford Spl.), 74.

Team Award: Bell, Cavey, Ohle.



DISPLACEMENT. Hugh Crawford (1,172 C.F.M.) grinds teeth and wheel as he charges through the stream. He was third best in this test.

YORKSHIRE CUP RALLY

The weather forecast promised "the works" for Sunday, 9th December, the date of the Manchester University Club's Yorkshire Cup Rally—and it wasn't far wrong! By the time the competitors had completed the 240-odd miles of the course, they had seen rain, hail, floods, snow on high ground and snow on low ground. The result was that out of 24 starters only 10 finished and all had lost marks.

The course led over the moors from Hebden Bridge to Barnoldswick and thence through the Trough of Bowland to Clapham where lunch was laid on. By this time, only four competitors Carlisle (M.G. TA), Howard (Morgan), Lilley (1,172 Ford), and Dobson (M.G. 1½-litre), had lost no marks. John Lilley had created quite a stir by motoring what was apparently an Anglia at fantastic speeds over Ecclestone Moor, pursued by a gaggle of M.G.s. Water had provided quite a bit of trouble, and Bob Williams and Barry Wood had virtually retired with the Allard, which kept picking up a distributor lead every time they passed through a decent-sized puddle. Don Harrison had water trouble of a different kind in his side-screen less Wolseley Hornet. He appeared at Clapham with navigator Jimmy Mills wringing out his maps, on which it was no longer possible to tell a second-class road from a 100-foot contour line.

After lunch the route led up into Wenalecydale over Ribbleshead, this section being renowned for a horrible, undulating road, which turned many navigators a rich pea green. From Hawes competitors went up into the hills by Semer Water. They then had the option of going over Cragdale Moor or round by Aysgarth. Those who went over the top found that it would have made an excellent trials section about four miles long. A bit of conversation which took place on this moor is worth recording. Carlisle's navigator, after hearing a particularly loud clunk: "It's a good job it's a pressed steel sump!" Carlisle, cheerfully, "It isn't, it's cast aluminium. Watch the oil pressure!" Surprisingly it stayed at 45.

The sun actually shone as the cars pressed on down Wharfedale to Appleton-Weir, and then past Bolton Abbey to Ilkley, whence over T'moor on a road that looked like a quarry tip. From Keighley the route went up a fantastic hill with six tight hairpins in quick succession, and a gradient of about one in one, and on then to the back roads around Halifax and Huddersfield. Around a spot called Golcar, Dobson and Dunning (TD M.G.s), who were following each other, managed somehow or other to cross a golf course, and seemed quite surprised that no one else had done the same thing.

From Huddersfield, navigators had a spot of well-earned rest along a heaven-sent stretch of main road, down to Langsett where controls had been placed at either end of the famous, or notorious, Strines Moor road. For a change, however, schedules had not been fixed dangerously high, and anyone who had any brakes left managed to make it on time.

Finally, encountering a snowstorm over the Snake pass, battling against a fearsome head wind all made their way to the Little Mill Inn at Rowarh for an excellent meal and a much needed drink. Competitors came in by "dribs and drabs", and it soon became apparent that Tony Carlisle had won by a clear 14 marks. Second was John Marks, and third Derek Howard, who had finished second in his class in the Inter-Varsity Rally.

Even those who had retired seemed to have enjoyed themselves, and thanks go to Peter Midgley and Peter Lomax, who organized the Rally and found the altogether excellent course.

RESULTS

1, T. A. Carlisle (M.G. TA), 20 marks lost; 2, J. Marks (M.G. TC), 34; 3, D. Howard (1,297 c.c. Morgan), 40; 4, A. J. Lilley (1,172 c.c. Ford Anglia), 57; 5, J. Ray (Jowett Javelin), 87; 6, R. Dobson (M.G. 1½ litre), 89; 7, T. Dunning (M.G. TBI), 105; 8, D. Mycock (M.G. TC), 116; 9, H. Jacoby (M.G. TA), 124; 10, D. Scott (Austin 10), 125.

News from the Clubs—continued

BENTLEY O.C. ANNIVERSARY

ON Sunday, 2nd December last, the Bentley Owners' Club held their First Anniversary Party at The White Hart Hotel, Whiteparish, near Salisbury. About 40 members plus their friends gathered for the excellent tea, after which a film show was held followed by a noggin and natter.

The Club was founded on 3rd December, 1950, with about 20 members and its popularity has been such that it has grown to well into the three-figure mark.

THE CHASE TROPHY TRIAL

OWING to a misunderstanding, the results of the sports-car class in the Sheddington and D.M.C.'s recent Chase Trophy Trial were wrongly given. The correct results are as follows:

The Rugeley Bowl (Best Performance—Sports-Car Class): Norman Lawrence (1972 Singer)

1st Class Award: G. A. Lewis (1496 H.R.G.)

2nd Class Award: J. W. Fowler (1496 H.R.G.)

THE "EXETER"

THE long-established Exeter Trial of the M.C.C. will be run for the 28th time on Friday and Saturday next, 28th and 29th December. Open to motor-cycles, three-wheelers and cars, this year's event has drawn an entry totalling 261, of which 145 are cars. Starting points will be Virginia Water, near London, first car leaving at 1.25 a.m. on Saturday morning, Stratford-on-Avon, where the first car is away at 1.06 a.m., and Plymouth where, at 12.30 a.m. an "Exeter" veteran, E. P. Hutham leads off in his 4.4 Morgan. Amongst the two-wheeler entries we note one E. C. W. Stapleton riding a Norton.

First competitors, the motor-cyclists, are expected to arrive at Fingle Bridge at

about 6 a.m. on Saturday morning. Stone lands at 7.12 a.m., Simms Hill at 7.30 a.m., Higher Rill, 8.40 a.m., Harcombe 9.05 a.m., Knowle Lane, 10.30 a.m., and Cocknowle at 12.10 p.m. The car entries, starting last, may be expected up to two hours after these times. The finish will be at the Grand Hotel, Bournemouth.

NORTH-WEST LONDON M.C.

A RECORD number of members and their friends turned up at Frascati's restaurant, London, on 13th December for the annual dinner dance of the North West London M.C. Speech-making was cut to the absolute minimum, probably on the suggestion of President Sydney Allard. The men who stood up when called on were Rodney Walkerley, "Goff" Imhof, John Cooper and Hon. Sec. Jim Appleton. Prizes for the season were presented by Mrs. Allard. Tables were speedily cleared for dancing and a cabaret show, and N.W.L.C.C. showed great originality in the selection of comic hats for the revellers, the Silverstone Bowler being a popular choice. Amongst visitors from "furrin parts" were Mr. and Mrs. T. C. Harrison—all the way from Sheffield. This London club has had a remarkably successful season, and membership is going up by leaps and bounds.

HERTS COUNTY NOCTURNE

ON 8th December, the Herts County Automobile and Aero Club played an *evening* trial, starting and finishing at the clubhouse of the London Aeroplane Club at Panshanger Aerodrome, near Hatfield. Torrential rain had fallen during the day, but at zero hour, 7.30 p.m., the downpour stopped and a moon shone down on the thankful marshals who were manning the seven points scattered round an 85-mile course on Sheet 164 of the Ordnance Survey.

Taking the nearest point to base first, and travelling clockwise, competitors' destination on the route card was given as Clibbon's Post. From this post, which incidentally marked the spot where a notorious highwayman was shot, one had to follow a compass course into a thick wood to find the marshal.

Capri's map reference led you to a wood full, or apparently so, of ponds. Flashing lights and the graves of obscurely named gentlemen wasted precious minutes before you found the marshals huddled on an island approached over a very rickety causeway. One competitor was so keen to clock in that he spurned this causeway and came across the hard-and-wet-way. The strains of "On the Isle of Capri" guided lost and demoralized nightmen.

On a little bridge at Niagara was fixed a fishing rod, if the catch was reeled in you found instructions to follow a trail of tin fish to an enormous taxi in which Fred Clarke and Reg "Lampy" Crowdill served out hot dogs.

Hollway was way off the beaten track and entailed a muddy walk from which ever direction you approached it. Christmas Copse proved more difficult to find than anticipated, since the marshals pitched camp in the wrong copse! The Berkhamsted Common seemed to be full of Christmas tree plantations did not help to reduce the ensuing confusion, and only the eventual winner found the right spot without losing any time.

A certain slightly inebriated local strolling near Ivinghoe Beacon that night reported a body swinging from a gibbet to the local P.C. That the hill was called Gallows Hill and that your next point was Dead Man's Gulch was, of course, pure coincidence. Down the ravine were scattered cattle bones, and a couple of hill-billies huddled over a fire took you off-course before finding the *ghost* of Dead Man's Gulch.

The special test at Cockney's Walk (in a chalk pit) consisted of finding and ringing a bell, the only directions given being a distance and compass bearing. Intermediate ditches and mounds added to the difficulties. Bartlett and Comper tied for best time here.

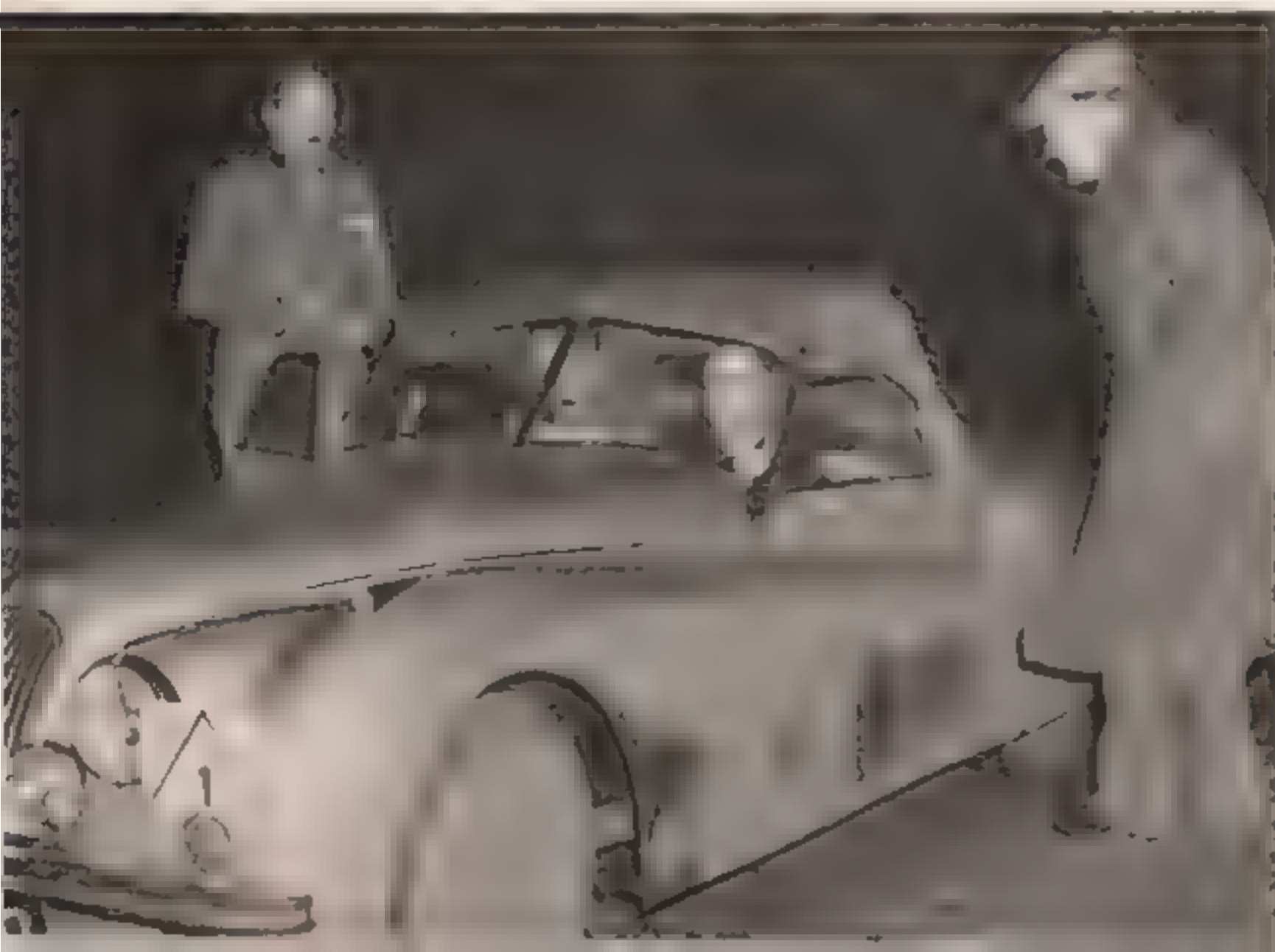
The last clue, Sign Post, same map reference, gave the mileages and place names thereon but caused little trouble. And so back to Panshanger where results were announced at 3 a.m., and breakfast—or whatever one calls a meal at that hour—devoured.

The winner was B. J. Bartlett in a Javelin, and W. Comdr. Pike was runner-up, in a Riley 14-litre saloon, navigated by John Gott, who must have found the Nocturne quite a contrast to Alpine or Tulip navigation!

It should perhaps be added that Bartlett was the only competitor to complete the course without being penalized.

(P 1)

PENNINE RALLY: C. N. Heath and J. Burton (XK 120 Jaguar) arrive at Tan Hill Inn during the North Staffs M.C.'s highly successful November event. Gentleman on the left is Bruce Leadbetter, Secretary of the Meeting; on the right is Marshal J. S. Marshall.



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C. Skin as in B after washing with soap.



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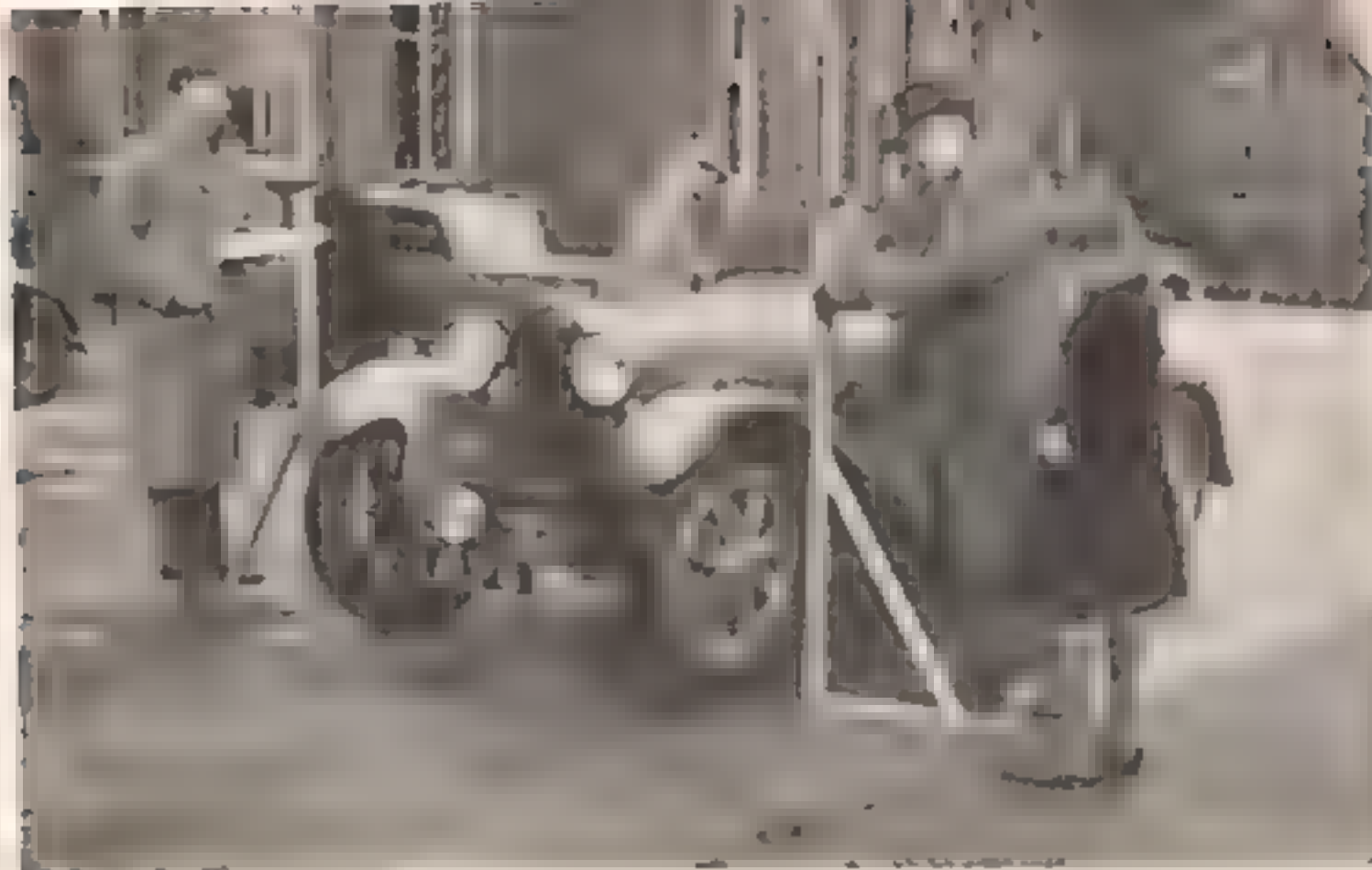
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December 21, 1951

WIDTH JUDGING: K. B. Lee's Type 40 Bugatti in the "judge your width" test, carried out in reverse, during the Vintage S.C.C.'s Southport week-end last month

News from the Clubs—continued

HORSHAM CLUB DINNER

THE Horsham and District M.C. and L.C.C. will hold its 24th Annual Dinner and Dance at the Black Horse Horsham, on Thursday, 17th January 1952, at 7.15 for 7.30 p.m.

Members and friends of clubs in the S.E. Centre, and all old members will be welcome. Awards will be presented at 10 p.m. Tickets at 12s. 6d. for the Dinner/Dance, or at 3s. for the Dance only, are obtainable from the Hon. Sec. E. G. Smith, of 20 Guildford Road Horsham, Sussex, before 12th January.

SOUTH CAERNARVONSHIRE A.G.M.

THE attendance at the A.G.M. of the S Caernarvonshire M.C. was such that the meeting completely filled the little bar at the Marine Hotel, Criccieth. However, much useful work was done and a solid foundation laid down for next year's events.

On the 31st December comes a "wassail and wallop" session in the form of the Club's New Year's Eve Dance at the Marine Hotel. Tickets are limited at 12s. 6d. each.

For 24th January, Gwyn Williams has secured the Esso 1951 films for showing at the Crown Hotel, Pwllheli. The show begins at 7.30 sharp.

NORTH MIDLAND CLUB GOES GAY

THE North Midland Club's Christmas Party has built up a reputation for being one of the cheeriest affairs held in those or any other region, and the tradition was certainly kept well polished last Wednesday, when the Devonshire Arms, Baslow, was the scene of concentrated merriment. The fancifully executed "Route Card" specified a period of Upper Cylinder Lubrication between 7.30 and 8.15, and as this was duly observed, no perturbation whatever occurred when the main fuse of the hotel's electricity system blew a few minutes after the soup had arrived. The band redoubled its efforts and the company chimed in with spoons, forks, glasses and plates as dinner proceeded by candlelight.

COMING ATTRACTIONS

December 22nd Bristol M.C. and L.C.C. Trial

December 23rd, Sheffield and Hallamshire M.C. Trial

Kentish Border C.C. Driving Tests, Kent

December 24th, M.G. C.C. (S.W.) Cecil Kunder Trophy Trial, Mendips. Start Mile 3 Roadhouse, Bristol Bridgwater Road, 12 noon. Ulster A.C. Boxing Day Trial, Start Red Hill, Whitehead-Larne Road, 11 a.m.

December 28th-29th, M.C.C. Exeter Trial. Starting points Plymouth (Webber's Filling Station, Hartley Vale, 10.31 p.m.-12.47 a.m.), Stratford-on-Avon (Gwyer's Garage, Rother Street, 10.49 p.m.-12.4 a.m.) and Virginia Water (Wheatstone Hotel, 11.14 p.m.-2.53 a.m.).

December 30th, Peterborough M.C. Trial.

The dishes having been cleared, a certain amount of dancing was indulged in, with interludes for nonsense, generally of a somewhat strenuous type. The regs. specified "old clothes", and indeed, there was cause. A boiled shirt was a distinct disadvantage when playing rugby football. Two hefty scrums were formed for this game at which Reg Holt and Alan Rogers struck a good vein, Reg being particularly crafty in working the blind side of the scrum. The dust having settled and a few more dances having been fitted in, the company was invited to play Musical Chairs. At least it was thought to be Musical Chairs. Then Phil Chapman produced a highly odoriferous snow-storm with the aid of meta fuel and a hot poker. The trouble was the stuff wouldn't melt and kept getting up people's noses or into their beer.

When everybody was more or less exhausted, the Christmas tree was unveiled and provided an interval of peace, during which one queued to have a grope in the brantub. Finally, one became conscious that brass monkeys were dying like flies in the frost and fog outside, so the curtain was called down for another year.

PLYMOUTH ANNUAL DINNER

ON 7th December 220 members and guests attended the Continental Hotel for what was surely the most outstanding "Annual Do" in the long history of the Plymouth Motor Club. Demand for tickets was greater than ever this year and they were over-sold more than a week before the event. The President of the Club, Mr. P. Fletcher, proposed the toast of the "City of Plymouth" to which the Deputy Lord Mayor, Mr. P. N. Washbourne, responded. Mr. L. Trebilcock, Hon. Sec. of the Plymouth Road Safety Committee proposed the toast of "The Plymouth Motor Club", the Chairman, Mr. G. H. Turnbull, replying.

The presentation of awards was made by the Deputy Lady Mayoress, Mrs. P. N. Washbourne. The principal award winners were, Turnbull Trophy (Standard Production Saloon Car Trial), A. L. Chard. Manor Trophy (Standard Production Car Trial), D. F. Hussey. Marina Trophy (Trial for Standard Production Cars), A. L. Chard. Cornus Cup and Replica (best aggregate performance and attendance during the season in outdoor social events), Mrs. M. Chard. The "200" Challenge Trophy and Replica went to C. E. Crump, and the "Avon" Challenge Trophy and Replica to R. W. Hartnoll.

THE R.A.C. NATIONAL CALENDAR

THE Competitions Committee of the R.A.C. point out that the National Calendar for 1952, published elsewhere (not in AUTOSPORT), is merely a suggested list of fixtures, and cannot be regarded as the official calendar of British events for 1952. The true calendar will probably be issued next month.

CLUB FIXTURES

Cheltenham M.C.—Motorists' Ball, 21st December, Town Hall, Cheltenham.

B.A.R.C. (Yorkshire Centre)—Annual Dinner Dance, 21st December.

Bentley Drivers' Club.—Noggin and Natter, 21st December, Whipping Stocks Hotel, Manchester. 6 p.m.

Christmas Film Show, Dinner and Dance, 22nd December, Hanworth Park Hotel, Feltham, Middlesex. 4 p.m. onwards.

Noggin and Natter, 26th December, Haven Hotel, Sandbanks, Bournemouth. 12 noon-2 p.m.

North London Enthusiasts C.C.—Children's Christmas Party, 22nd December, Hendon Hall, 3-5.30 p.m.

Sheffield and Hallamshire M.C.—Children's Christmas Party, 22nd December, Church Hall, Ecclestone, Christmas Trial, Dinner and Party, 23rd December.

Vintage S.C.C.—Last Thursday meetings, 27th December, Jolly Farmers, Enfield, Middlesex. Smoker's Inn, Plumley near Northwich, Cheshire. Crescent Hotel, Ilkley, Yorks.

WHAT A PERFORMANCE !!

THE NORTH-WEST LONDON M.C.

*Wishes all Members the Compliments of the Season, and a
Happy Sporting New Year*

The Club congratulates the following members on their outstanding achievements in 1951, and in particular the R.A.C. Trials Championship :—

FIRST! R.A.C. CHAMPIONSHIP TROPHY **WALLY WARING** W.H.W. Dellow **SECOND!** IONY RUMFITT Cotton **THIRD!** GODFREY IMHOFF Imhof Also **FOURTH!** CYRIL CORBISHLEY C.C.S. **FIFTH!** RON FAULKNER Paul **SIXTH!** BILL SLEEMAN Sleeman **SEVENTH!** H. HOPKINSON Austin Ford **EIGHTH!** TED SPENCE Spence V. **NINTH!** GORDON MOSBY Ford **TENTH!** C. R. HARDMAN (Dellow). All of these gained Souvenir Awards.

— AND —

THE BRITISH TRIALS DRIVERS' ASSOCIATION GOLD STAR for 1951 goes to member **RON FAULKNER**, runner-up was member **TIM CRUMP** and third man provisional was **WALLY WARING**

**ALL THE LEADING BRITISH TRIALS AND RALLY DRIVERS BELONG
TO THE NORTH-WEST LONDON M.C.**

During 1951 the N.W.L.M.C. organised the Gloucester, Coventry Cup, Lawrence Cup and Standard Car Trials, the LONDON and "HILL" Rallies; many social events including a gymkhana. Also N.W.L.M.C. members were invited to participate in 35 events organised by other clubs.

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1937 ALVIS 12 2 3 seater, 40 mph, 20 mpg	£465
1935 ALSTIN 10 Cabriolet	£245
1947 FORD Prefect saloon	£395
1939 FORD V8 Model 40 A J saloon	£475
1940 FORD V8 Model 40 A saloon	£375
1935 FORD V8 Model 40 saloon	£125
1937 FORD V8 Model 78 saloon	£275
1932 F.N. BMW, type 32 8 4 h. fourseater	£950
1937 FIAT 500 Cabriolet	£250
1932 LAGONDA 3-litre tourer, £290 recently spent	£265
1933 LAGONDA 3-litre 4 seater, 40 mph, 20 mpg	£265
1934 LAGONDA 4 1/2 litre saloon	£195
1948 M.G. TC 2-seater, choice of two	£695 and £595
1938 M.G. 4 1/2 litre 4 seater, choice of two	£450 and £395
1938 M.G. 2-litre saloon	£300
1936 M.G. 2-litre 4 h. fourseater	£385
1937 M.G. TA 2-seater, choice of two	£395 and £365
1934 M.G. PA 8 h.p., 2-seater	£295
1934 M.G. NA Magnette 2-seater	£295
1934 M.G. 12 2-seater, choice of two	£245 and £235
1937 MORRIS 8 4 seater	£255
1933 MORRIS Minor 8 h.p. 2-seater	£95
1930 ROLLS ROYCE Phantom II 2-seater, 40 mph, 20 mpg	£225
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ALTON GARAGE, "The Alvis People"—1695 1947 14 h.p. utility, private licence. £495 Speed 25, fitted 7-seater limousine body. £440 1937 "17" Silver Crest sports saloon. £425 Speed 20 Mayfair sports saloon. £425 Speed 20 Charlesworth sports saloon. £165 17" touring saloon, very clean. £325 17" saloon. £295 Speed 20 V.D.P. sports saloon and many others. We have a selection of 12 h.p. models, available from as low as £195 and they can be purchased on Hire Purchase without formality.—Alton Garage, 17-19 Brook News North Craven Road, W.2. Paddington 3952.

ALVIS Speed 20 saloon 1933, £200 spare monthly nearest £235. Take cheap Vantage 10 12 h.p. part exchange.—Mowatt, Stockbridge, Hampshire.

ALVIS Speed 20, engine in first-class condition complete with carburettors and all etc., Best offer.—Jack Leeson and Partners, Brook Street Garage, Stourbridge 4000.

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AUSTIN 7 2-seater sports, rebuilt, re-registered 1951, fully equipped, good hood and tyres. 1160—Staines 254.

AUSTIN 8 tourer, ex W.D., first reg. 1948, £295—Tudor Motors, London Road, Hounslow Middx. Tel.: Hounslow 4314.

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1950 SILVERSTONE Sports, 2-seater Low mileage, pale blue. £1,025.—Rose and Young, Ltd., 224 Northold Avenue, Streatham Hill, S.W.2. Tel. Tube Hill 6464 and 8182.

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£355 1937 TA, black, excellent runner.

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ADVERTISERS—Have you seen the notice on the subject of Classified Advertisements on the first page of Classified? Copy for the issue dated 28th December may be phoned to this office on Friday, 21st December, GERRARD 3193 up to 2.30 p.m.

SPORTS-CAR RACING AT MONTE CARLO

IN announcing that the 1952 Monaco Grand Prix on the famous 2-mile round-the-houses circuit would be a race for super sports-cars of Le Mans type, Anthony Noghes, President of the Monte Carlo automobile club, explained that the Grand Prix would be changed to make it more interesting for the spectator and to give real enthusiasts with racing experience the chance to enter, "Since the war", he continued, "all these high speed races have levelled down to a race between the same two or three top drivers and the same two or three makes of car."

"To avoid this we are reorganizing the Grand Prix on the lines of the Le Mans race. This means that the

four-hour race on the famous Monte Carlo circuit will be open to cars such as Jaguars, Allards, Aston Martins, Simcas, etc. The German Porsche is certain to compete, and there will also be an entry from Soviet Russia if U.S.S.R. authorities give permission".

The Grand Prix will be held at Whitsun on two successive days, one day for cars over 1,500 c.c. and one day for those under 1,500 c.c.

While the new ruling will undoubtedly open the race to a wider field of drivers, it may be questioned whether the spectators will, in fact, find a sports-car event at Monaco more interesting. The French have, in the past, run several of their more notable events for sports-cars; in

particular the French G.P., the Marne G.P., and the Comminges and Pau races, but none of these meetings afforded a spectacle comparable to that provided by Grand Prix racing-cars. Public attendances at these races fell off, and it is significant that they have all been restored to racing-car status. The 1937 Prince Rainier Cup at Monaco was a sports-car race which proved in no way comparable to any of the formula G.P. events held over this most famous of all street circuits since 1929.

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